

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 858)

第八十三年三統宣

WEDNESDAY, APRIL 26 1911. 三拜禮

號六廿月四英港香

\$50 PER ANNUM
SIXTEEN CENTS.

SPECIAL TELEGRAMS.

BOXING.

WELLS TO MEET STORBECK.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 25, 10.5 p.m.
Matt. Wells has now fixed up a meeting with Fred. Storbeck. The fight is to be brought off in London in May.

TRAGEDY IN MANILA BAY.

EUROPEAN AND FILIPINOS DROWNED.

[THE "TELEGRAPH" CORRESPONDENT.]

Manila, April 25, 9.30 p.m.
The Poizat has sunk in Manila Bay during a violent storm. Mr. John J. Beverington, salesman, of the Manila Trading and Supply Co., together with five Filipinos, was drowned.

The Poizats are two large launches used for the conveyance of passengers to and from Marivales, Corregidor Island, and Manila, as well as the adjacent posts.

THE MONEY MARKET.

Writing from London, on March 23, Messrs. S. Montagu and Co. report:—

The arrivals of bar gold were slightly over £600,000, of which £200,000 was reserved for India. For the first time since the latter part of January, the Bank of England did not participate in purchasing, and the bulk of the remainder was bought for Germany. There was no change in the quoted price, which still remains at the minimum—77s. 9½. per oz. standard. During the week the net influx amounts to £160,000.

Business has been comparatively small and is still dependent, to a large extent, upon China.

The premium on two months' silver has been 3s. 10d. on four out of the six working days since we last addressed you, indicating the tightness of money just before the end of the quarter, and also the character of the demand. China does not want to be embarrassed with actual silver, she only seeks to be accommodated temporarily for exchange purposes and chooses forward silver by preference; because the operation then resolves itself into a mere book entry when the need is over and a resale is effected. Whether or not the demand for China will continue long enough for these forward purchases to be renewed for a further period, is most important to the future of the market. Stocks in Shanghai still mount up during the last eight days; the total has risen 17½ lacs from the equivalent of 210 to 233 lacs of sycee. A shipment of 210,000 has been made from San Francisco to Hongkong.

The quotation to-day for cash and two months are 1s. 6d. and 1s. 8d., respectively, above those quoted a week ago.

REUTER'S TELEGRAMS.

COLONIAL CONTRIBUTIONS.

DEBATE IN THE HOUSE.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, April 25, 2.25 p.m.

In the House of Commons on Monday Colonel Yate asked whether the military contributions by the Far Eastern crown colonies were regulated solely out of regard for immediate local requirements. Referring to the military garrisons he asked whether in the case of Ceylon that Colony's contribution was greatly minimised by the nearness of India, and in regard to the security of Hongkong and Singapore whether the Imperial Government would consider the advisability of treating the contribution of Ceylon as for the purposes of defence rather than as a purely military contribution and by doing so put Ceylon on a similar footing with other Eastern crown colonies.

Colonel Yate also inquired whether the Government would consider the question of securing some financial co-operation from the federated Malay States.

In replying Mr. Harcourt said that under the arrangement which had been in force for about fifteen years the maximum limit of the military contribution in the case of Hongkong and the Straits was the whole cost of the garrison; in the case of Ceylon for special reasons it was three-fourths that cost.

The strength of garrisons and the contributions by overseas colonies were determined by a variety of considerations, both imperial and local which it was impossible to discuss by way of question and answer. The Malay States, although not British, already made a very substantial contribution to the defence of the empire by maintaining in accordance with the agreement of 1895 a highly efficient regiment with which to reinforce the garrison of Singapore in time of war.

REUTER'S TELEGRAMS.

Mr. Asquith, in replying to another question by Colonel Yate, said that as the safety of the Eastern crown colonies as well as of the self-governing dominions depended upon our sea power and command of the sea the discussion at the imperial conference on naval defence must naturally involve consideration of strategical questions affecting the defence of the empire on sea as on land.

THE SITUATION AT FEZ.

EUROPEANS SENT AWAY BY CONSULS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, 26th April, 7.20 a.m.

The British Legation at Tangier received advices from Fez on the 20th inst. to the effect that Uli-djann Road was now open.

The Consuls, therefore, decided to send away all the Europeans who wished to leave.

THE GERMAN NAVY.

TO BE STRENGTHENED BY ADDITION OF QUICKFIRER.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, 26th April, 7.20 a.m.

The "Evening News" (London) has the best authority for stating that a number of German submarines are being built, which will carry, in addition to torpedo tubes, one 3.4 in. quickfirer.

SOLDIER DROWNED IN THE R. E. CAMBER.

Sapper Filding, Royal Engineers, was drowned this morning in the R. E. camber. He was swimming alone in the camber between 5.30 and 6.30 a.m. and it is suspected that he must have dived in and struck something at the bottom of the camber, as he never came up again.

The deceased was only 24 years of age, and came out to the East in October last.

RECOVERY OF THE BODY. Later in the morning a party went into the camber for a swim, and one man lived in, and on doing so he was struck on the head by something. He immediately stretched out his arms and grasped it, the body of Sapper Filding. The funeral took place this afternoon at 4 p.m. and was largely attended by his comrades.

CHINESE TELEGRAMS.

OPIUM HABIT.

PRINCE AFFLICTED.

[("SHUNG PO" SERVICE)]

Peking, April 25.

Some days ago the Prince Regent instructed Prince Kung, the anti-opium Commissioner, to examine all the imperial princes and the officials of the 1st rank, &c., to see whether they were suffering from the opium habit.

The other day Prince Kung asked the Prince Regent what he could do with Duke Kwei Cheung, the father of the Empress Dowager, who is an opium smoker.

The Prince Regent replied that in future only officials of the 2nd rank and downwards will be subjected for examination.

TIRED OF DUTIES.

NA TUNG'S AMBITIONS.

[("SHUNG PO" SERVICE)]

Peking, April 25.

H. E. Na Tung is getting tired of being a Grand Councillor, and has expressed an intention of becoming the Viceroy of Chili.

SHUFFLING POSTS.

[("SHUNG PO" SERVICE)]

Peking, April 25.

There will be some changes among the viceroys and governors of the various provinces next month.

THE NEW VICEROY.

[("SHUNG PO" SERVICE)]

Peking, April 25.

The newly appointed Viceroy of the Three Eastern Provinces will leave for his post early next month.

THOSE FRONTIER DISPUTES.

[("SHUNG PO" SERVICE)]

Peking, April 25.

The Prince Regent has instructed the Grand Councillors to settle the frontier disputes with out delay.

CHINESE TELEGRAMS.

CHINA'S NEW NAVAL BASE.

[("SHAT PO" SERVICE)]

Peking, April, 25.

Prince Tsai Tao, the First Lord of the Admiralty, has requested the Throne to put aside funds for the construction of a naval base at Ohu Shan, in Chekiang.

SECURITIES FOR THE LOAN.

[("SHUNG PO" SERVICE)]

Peking, April 25.

The productions in Manchuria and its market of consumption, together with the revenue derived from the taxation on all the smoking and spirit requisites, will be given as securities for the loan from the four countries.

COLLEGE HONOURED.

[("SHUNG PO" SERVICE)]

Peking, April 25.

An Imperial decree has been issued conferring a tablet, with characters written by the young Emperor, on the Tai Tung College in Yokohama, for good systematic management.

RECEPTION IN PEKING.

[("SHUNG PO" SERVICE)]

Peking, April 25.

The Empress Dowager has instructed the Board of Foreign Affairs and the members of the Imperial household to make every preparation for the coming reception to be held at the Summer Palace, in honour of the wives of the foreign Ministers in Peking.

CURRENCY REFORM.

[("SHUNG PO" SERVICE)]

The loan obtained by the Board of Communications for the improvement of the currency system has been duly settled, and the agreement signed.

The loan for the development of railway enterprises in China is not quite settled.

HELD TO RANSOM. CHINESE KIDNAPPERS AT WORK.

The latest illustration of the danger of travelling in China on business has just come to hand. Chinese merchants are ever being kidnapped and held up to ransom.

The most recent case is that of a Chinese employed in the compradore department of the shipping firm of Douglas Lapraik and Co. The police have received information that the clerk, who went to his native country, Hai-chow (a village in the Namhoi district) a week ago to "worship at the tombs" has been kidnapped by a gang of robbers. News of the affair was received by the compradore from the aged mother of the clerk, who says that so far no messages from the robbers nor her son in reference to the amount of ransom desired, have been communicated to her. The clerk is well-known locally; he keeps the Chinese subscription account in connection with the Hongkong University.

We are in a position to supplement the above information by a few facts that we have been able to glean from a prominent Chinese merchant in the Colony. The gentleman in question on Saturday night sent a telegram to Admiral Li Chun to the effect that Li Ching Hing, alias Li Ki-Ching, a native of Sai Chau, a village in Hai Chow (Huichow) had been kidnapped by a robber. The mother of the victim is at present in the country, while his wife and child are living in Peel St., Hongkong. All his family are in a terrible state of anxiety. Their condition is in fact most pitiable.

The kidnapped man has been in the service of Douglas Lapraik and Co. for twenty years in the capacity of an accountant and lately he was given control of the receipt of subscriptions from the Chinese community of Hongkong for the Hongkong University. He is also connected with trust matters and in various ways occupies responsible positions, so that his absence at this moment is proving a serious inconvenience.

In his telegram the Chinese gentleman stated that he heard, upon good authority, that the local Chinese merchants intended to move in the matter by asking the Government of Hongkong for assistance, but as the crime had been committed in the Admiral's jurisdiction it was thought both wise and necessary to inform the Admiral of the affair at once, with a view to his instituting an investigation immediately. The hope was also expressed in the telegram that every effort should be made to secure future tranquillity. The telegram consisted of over a hundred characters, and stated in conclusion that it was believed that the robber or robbers were demanding the sum of five thousand dollars as ransom.

THE POLICE SYSTEM OF KWANGTUNG AND KWANGSI.

In the course of an interview with a prominent Chinese merchant of Hongkong, the latter took the opportunity of making some strong comments on the police system obtaining in Kwangtung. He was of the opinion that it was imperative that the Viceroy should take up the matter at once, and put down crime in the province. The new Viceroy was a man of energy as well as ability and no doubt he was thoroughly capable of altering this state of affairs. The police system should be extended throughout Kwangtung, which is under the sole jurisdiction of the Admiral. If that was done trade would prosper and would naturally redound to the benefit of Hongkong. Outside Canton there were seventy districts, which were altogether 75,000 square miles in area, and here there was no police protection whatever. The new system which had been introduced into Canton had been giving every satisfaction and it was a great pity that that system was not extended to the

whole province, whence a great deal of produce came. In face of the frequent instances of blackmail it was only natural that trade must suffer. At present it was totally paralysed. In Kwangtung itself the population consisted of 32,000,000 souls, while that of Kwangsi was eleven millions. Such a dense population urgently needed the most up-to-date police methods. In conclusion, our informant, who is a native of Hongshun, pointed out that if perfect order could be restored in Kwangtung, as it had been done in Canton, the trade of Hongkong would increase threefold.

YACHTING.

The handicap, Hayward Hays, and Gael classes races (for visitors and non-boat owning members only, first boat of each class to win a prize) took place on Saturday, in connection with the O.Y.C. The course was:—

Channel Rocks (port), Kowloon Rocks (port), Channel Rocks (starboard), and Cast Rocks (port).

The following boats started: Coriano, Daisy, (handicap), Dawn, White Rose, Liza (Hayward Hays), Asthore, Dorothy, Bentrice, and Thecla (Gael).

The result was follows:—

1 Daisy (Rose), handicap.

1 Dawn, Hayward Hays.

1 Dorothy (Witchell), Gael.

A race takes place on Saturday for a cup presented by the Hon. Mr. H. Keswick, the second and third prizes being presented by Mr. A. Bunc. It is open to all racing yachts other than cruisers belonging to the Royal Hongkong Yacht Club and to the Corinthian Yacht Club. The course is from Corinthian Yacht Club House (their starting line), Lyemun Beacon (port), Meyer's East Buoy (port), Channel Rocks (port), finishing across the Royal Hongkong Yacht Club line.

The cruiser race on Sunday is also for a fine cup presented by the Hon. Mr. Keswick. It is expected that 15 boats will compete, representing the "Royals" and the O.Y.C. The course, we believe, is round Lamma Island, Kweichow, and then home, 23 miles. The time limit for returning home is 9 a.m. Monday.

The Weather Forecast.



On the 26th at 11.55 a.m.—The barometer has fallen quickly over the North and East of the Sea of Japan, and risen rapidly over N. China.

The depression lying over the S. part of the Sea of Japan yesterday, has reached S.E. Japan.

A deep depression, which has advanced Eastwards over Manchuria, is now moving into the N.E. part of the Sea of Japan.

A high pressure area is lying over the Yangtze valley, and strong winds to gales from N. and N.E., are indicated over the whole of the China coast.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast District.
1.—Hongkong and Neighbourhood; Winds shifting to N.E. and increasing to a strong breeze or moderate gale; fine first; squally and unsettled later, cooler.
2.—Formosa Channel, N.E. gale.
3.—South coast of China between Hongkong and Lamoo; same as No. 1.
4.—South coast of China between Hongkong and Hainan; same as No. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$11,000,000.
RESERVE FUND15,000,000.
Surplus16,250,000.
Total\$42,250,000.
RESERVE LIABILITY OF PRO-
PRIETORS\$15,000,000.

Court of Directors:
Hon. Mr. Henry Kewick - Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
F. H. Armstrong, Esq., J. L. Langman, Esq.,
G. H. Harlow, Esq., F. L. Loh, Esq.,
A. Forster, Esq., J. S. Shaw, Esq.,
G. F. Harland, Esq., H. A. Sells, Esq.,
C. S. Gubbay, Esq.

Chief Manager:
Hongkong - N. J. STABH.
Shanghai - H. H. HUNTER.
LONDON BANKERS - LONDON COUNTY
AND WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 6 months, 2 1/2 per cent. per annum.
For 12 months, 3 per cent. per annum.
For 18 months, 4 per cent. per annum.
N. J. STABH, Chief Manager.

HONGKONG SAVINGS BANK.

THE business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.

INTEREST on deposits is allowed
at 3 1/2 per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the Hongkong
and Shanghai Bank to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.
For the HONGKONG and SHANGHAI
BANKING CORPORATION,
N. J. STABH, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

INCORPORATED BY ROYAL
CHARTER 1853.

HEAD OFFICE: - LONDON.
PAID-UP CAPITAL£1,200,000.
RESERVE FUND£1,500,000.
RESERVE LIABILITIES OF
PROPRIETORS£1,200,000.

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate of
2 per cent. per annum on the Daily
Balance.

On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.

W. DICKSON,
Manager.
Hongkong, 24th Mar., 1911. [22]

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... " 16,850,000

Head Office: - YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIENTSIN.
SHANGHAI. CHANG-CHUN.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.

On fixed deposit: -
For 12 months4 per cent. p.a.
" 63-1/2
" 32-1/2

TAKAO TAKAMICHI,
Manager.
Hongkong, 18th March, 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

HEAD OFFICE: -
60 Wall Street, New York.
LONDON OFFICE: -
86, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTY BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates: -
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.

GEO. HODGE,
Manager.
No. 3, Queen's Road Central,
Hongkong, 20th Feb., 1911. [19]

Banks.

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP.....\$11,000,000

HEAD OFFICE: - SHANGHAI.

BOARD OF DIRECTORS: - BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
The Union of London and Smith's
Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.

DIREKTION DER DISKONTO GESELL-
SCHAFT.

INTEREST - allowed on Current
Accounts. DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.

Hongkong, 10th Mar., 1911. [2]

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
J. A. Wattie, Esq., Managing
Director.

A. J. Hughes, Esq., Secretary.
S. B. Neil, Esq., F.I.A., Actuary.

A STRONG British Corporation Re-
gistered under Hongkong Ordina-
nces and under Life Assurance Com-
panies' Acts, England.

Insurance in Force.....\$37,855,885.00
Assets8,416,250.00
Income for Year3,568,550.00
Insurance Fund8,216,813.00

L. EFFERTS, Esq., Hongkong,
KNOX, Esq., Canton, Macao
District Manager, and the
B. W. TAPE, Esq., District Secretary,
Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafontz, Esq.

Hongkong, 20th Jan., 1911. [810]

WANTED.

A T once, LADY STENOGR-
PHER, with knowledge of
Chinese and Portuguese. - Apply Q,
Telegraph.

Hongkong, 22nd April, 1911. [1050]

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th Aug., 1910. [84]

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

EVERYTHING
FOR
GENTS'
WEAR.

ARRIVAL OF
New
Summer
Goods

PRICES VERY MODERATE.

28, Queen's Road.

Hongkong, 8th April, 1911. [1048]

WING KEE & CO.

47-49, Connaught Rd.

SHIRHANDLERS,
PROVISION & COAL
MERCHANTS.

Hongkong, 28th Mar., 1911. [990]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named -

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI DELTA 5 P.M. } Freight and
Capt. E. P. Martin, R.N. } 27th April } Passage.

LONDON, via Assaye Noon. } See Special
Capt. G. W. Cockburn, R.N. } 28th April } Arrangement.

SHANGHAI, MOJI, KOBE PESHAWAR About } Freight only.
Capt. E. W. Bruce 2nd May } 1911.

LONDON & ANT- PALMA 10 A.M. } Freight only.
WERP'S STORE, H. W. A. Clark, R.N. } 3rd May } 1911.

SHANGHAI, MOJI, KOBE NIL About } Freight and
Capt. E. F. Dady, R.N. } 6th May } Passage.

LONDON & ANT- SINIA About } Freight and
WERP'S STORE, Capt. C. H. Watkins, R.N. } 17th May } Passage.

SHANGHAI, MOJI, KOBE MARSHALLS About } Freight and
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WERP'S STORE, Capt. C. H. Watkins, R.N. } 17th May } Passage.

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Hotels.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, recently renovated, and under
entirely New Management. Large and comfortable Rooms, Excellent
Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor." [24]

HOTEL CRAIGIEBURN.

PLUNKET'S CAFE, the PEAK, near the TRAM TERMINUS. Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong 22nd July, 1910. [27]

CALDBECK,
MACGREGOR
& CO.WINE AND SPIRIT
MERCHANTS.

15, Queen's Road
Central.

ESTABLISHED 1864.

Hongkong, 10th January, 1911. [2]

GENUINE EGYPTIAN CIGARETTES.

M. MELACHRINO CO., CAIRO.

Fresh Lot arrived from Amsterdam: Havana Cigars, Cigars Non Plus Ultra,
Casino, Progresso, Marguilla, and Moses Cigars.

From Italian Monopol: Cigars Regalia Londres, Virginia Alla Paglia.

A. P. JEANNOU & Co., Importers, 15, Queen's Road Central,
Obtainable from: - THE PARIS TOBACCO CO., LTD.,

M. STAMBOUK, 63, Queen's Road Central, and
JOSPH MONSIEUR, Shamoon, Canton.

ECHO OF A FAILURE.

HONGKONG-MANILA BANKING CONCERN.

Mr. C. W. O'Brien, one of the leading lawyers of Manila, is at present in Hongkong in connection with the failure last autumn of the Hongkong and Manila, Yuenhsung Exchange and Trading Company Ltd.

It will be remembered that during the financial crisis last year this concern failed for about one million dollars. It did a large exchange and banking business among the Chinese, and the shareholders—all Chinese—were equally divided between here and Manila. The assets will pay sixty to seventy per cent. of the debts.

The Manila side of the business was carried out with care, and it is to investigate the local books that Mr. O'Brien is here. Mr. Lau Chin Pak is the official liquidator.

The former chairman of this concern Mr. Ng Li Hing gave fifty thousand dollars to the endowment fund of the Hongkong University, for the Chair of Medicine.

It is probable that the concern will be proved to have suffered like so many others in the slump in trade during the period.

MARTIAL SPIRIT ABROAD

[THE "TELEGRAPH" CORRESPONDENT.] Canton, April 25.

The students have received a telegram from men educated abroad regarding the partition of China, and held a meeting on Sunday last in the Canton School Union Hall. Representatives from the Tsotai of the Constabulary and from the Educational Commissioner were present, and the army corps in Canton was also represented. A strong guard of police was stationed outside the hall to maintain order during the proceedings.

The object of the meeting was to discuss a scheme for the formation of territorial corps among the students, to save China from ruin at this critical moment. All present were in favour of the scheme, and agreed that a petition should be sent to the Canton Viceroy and other officials for a supply of guns and ammunition for the purpose of carrying out drills preparatory for the organization of the corps.

AMERICA'S MISTAKE.

FRIENDLINESS TO THE JAPANESE.

"America's great international mistake has been friendliness to the Japanese and hostility to the Chinese," said Attorney Patrick H. O'Donnell at San Francisco recently.

"The Japanese are a warlike people and they have acquired the Western civilization which they can now turn against us in the shape of war."

"Three years ago we were discussing the Japanese school problem in California and to-day we find that there are 50,000 Japanese, mostly soldiers, in Chihuahua, where they can be thrown against the American border on short notice. The only Chinese in this territory are a few revolutionists, for, contrary to the national warlike instinct of the Japanese, the Chinese are essentially a peaceful people."

"The Chinese are the most charitable people in the world. One reason for this is that there is no public effort at charity and there is no such thing as a beggar in the whole empire."

"Feuds are unknown in China, and the only reason we hear of them among the Chinamen in this country is because of new methods they adopt in mercantile transactions, and then they do not amount to anything."

As an example of hopeless ignorance the above would be hard to beat.

MARCH RUBBER RETURNS.

Malaka Pinda Rubber Estates. —1,100 lb.
Tobong Estate. —1,008 lb.
Chempedak Estate. —920 lb.
Taiping Rubber Estates, Ltd. —760 lb.
Padang Rubber Co. —830 lb.
Siam Manggis Rubber Co., Ltd. —305 lb.
Consolidated Rubber Estates. —311 lb.
Amherst Rubber Estate. —Febrary-March output, 1,165 lb.

FORBIDDEN GROUND.

NEW MOTOR REGULATIONS.

An extraordinary Government Gazette, published yesterday contains the regulations, made by the Governor in Council under section 7 of the Vehicles Regulation Ordinance 1899, which have been formulated to take the place of those made in the years 1901, 1907, 1908 and 1910.

Among others, there are the following interesting provisions: No wheeled vehicle propelled by a motor shall be ridden or driven in the following places (unless with the special written permission of the Captain Superintendent of Police, every such permission to be limited to the vehicle, street or road and day or days therein specified):—

- The Hill Districts defined by the Rating Ordinance, 1901.
- Bowen Road.
- Kennedy Road.
- Glenahly.

(c.) The streets or roads in the City of Victoria within the district bounded as follows:—

On the North: the South side of Queen's Road from Garden Road to Pokfulam Road.

On the South: the North side of Lower Albert Road to its junction with Wyndham Street, thence the North side of Wyndham Street to its junction with Arbuthnot Road, thence the West side of Arbuthnot Road to its junction with Caine Road, thence the North side of Caine Road and Bonham Road to Pokfulam Road.

On the East: the West side of Garden Road from Lower Albert Road to Queen's Road Central.

On the West: the East side of Pokfulam Road from Queen's Road West to Bonham Road. Provided that such vehicles may use the following route within the above prohibited district along Hollywood Road from Arbuthnot Road to Lyndhurst Terrace thence down Lyndhurst Terrace, Wellington Street and D'Aguilar Street to Queen's Road Central and "vice versa."

Further amendments make the fee, payable for a motor car, \$24 per annum, and a new regulation provides for the carrying of a number board at the back and a suitable lamp for its illumination.

THE PLAGUE.

[THE "TELEGRAPH" CORRESPONDENT.] Canton, April 25.

Some time ago the prefect of Lui Chow telegraphically reported to the Canton Viceroy that an epidemic of bubonic plague was raging there, and many dead bodies from this scourge had been dumped in the streets.

The prefect further begged that a sum of money should be sent to him from the Treasury in order to defray the expenses incurred in carrying out sanitary measures, and that medical men be sent there to combat the plague.

H. E. the Canton Viceroy has instructed the Provincial Treasurer to allow the prefect Ts, 1000 for this purpose. His Excellency has also instructed the Tsotai of the Constabulary to despatch medical men from the Kiang Yee Hospital to combat this disease.

HONGKONG CORONATION COMMITTEE.

A meeting of the Coronation sub-committee was held in the Chief Justice's Chambers on Monday. Mr. C. H. Ross presided and the others present were: Dr. Ho Kai, Messrs F. H. Armstrong, G. Balloch, C. Montague Edie, Ho Fook, W. Logan, G. H. Medhurst, N. J. Stabb and Ng Hon Tsz.

Arrangements were made for the collection of subscriptions, and it was decided to invite the following to become members of the sub-committee, viz., the Editors of the four daily newspapers, past and present members of the Committee of the Tung Wah Hospital and Po Leung Kuk, Messrs. Chan Keng Yee, Chiu Chau Sam and Sui Yui Fei.

A total of \$875,708,925 gold has been invested in twenty-one years by foreign interests in Mexico outside of the mining industry.

THE OPIUM TRADE.

TRAFFIC TO BE ENTIRELY STOPPED IN THREE YEARS.

We are informed by the Chinese Legation, says a London paper of March 18, that the expectation concerning the negotiations now proceeding between the British and Chinese Governments is that an agreement will be arrived at whereby the traffic in opium will be entirely stopped in three years' time.

The two points which China is now urging upon Great Britain are: (1) that the same regulations which apply to trade in native opium shall in future apply to trade in foreign opium, so far as China is concerned; and (2) that any modifications proposed to be made in the regulations after an agreement has been reached shall be subject to further discussion.

The British Government see objections in detail to both these proposals, and it is with the object either of meeting the objections, or of proving them to be groundless that the conferences are still proceeding. It is authoritatively denied that the inference can properly be drawn from recent statements that any sort of hitch has occurred.

REASON FOR DELAY.

The cause of the delay in arriving at a decision is that all the questions involved must be discussed with the Indian Government, which is, of course, much more concerned with a settlement of the opium problem than the Home Government.

It is really an Indian question, and, while the British Government is in entire sympathy with the Chinese Government in its efforts to restrict and finally to abolish the opium traffic, there are certain treaty rights which cannot be abandoned or impaired without due regard to the interests of the people who have hitherto enjoyed them.

"The expectation is that the cultivation of and trade in opium will be entirely stopped three years from the date the two Governments come to an agreement," was the official statement made to one of our representatives to-day by the Chinese Legation. Originally, the idea was that they should cease in seven years' time, but the course of the negotiations suggest that the more limited period will be acceptable to Great Britain. The British Government, however, objects to local officials making regulations out of their own heads, as it were, which would tend to restrict treaty rights. Of course, merchants will not be taken by surprise. They have had sufficient warning, and wise men with foresight would by this time have made their preparations for the time when the trade must cease. The end of such an agitation as this, of course, must come quickly.

WORSE THAN THE DRINK TRAFFIC.

The Chinese Government, in pursuing these negotiations with an earnest desire to come to a settlement, is backed by a strong public opinion in China. The opium traffic in China is much worse than the drink traffic in this country, and public feeling is very convinced in regard to it. Already the trade has been stopped in many provinces. There are, however, other provinces in which either the officials are so half-hearted or the extent of country is so large that the trade cannot properly be controlled, much less suppressed. It is entirely in the interests of social morality that China wants it abandoned in every part of the country. An arrangement with Great Britain is certain, because no Government in this country would be supported by public opinion in maintaining the opium trade merely for the profit to be made out of it.

THE ANGLICAN PRESS, IN CALCUTTA, COMMENTS SEVERELY ON THE ACTION OF GOVERNMENT IN RELEASING 16 KHULNA BENGALIS WHO PLEADED GUILTY TO CHARGES OF CONSPIRING TO WAGE WAR AGAINST THE KING. THE MEN HAD COLLECTED ARMS AND COMMITTED DACTYLIS. WHEN THEY WERE PLACED BEFORE THE SPECIAL TRIBUNAL, THE ADVOCATE GENERAL SAID GOVERNMENT WANTED THEM RELEASED, AND THEY WERE ACCORDINGLY DISCHARGED AFTER A WARNING BY THE CHIEF JUSTICE.

Intimations

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my temporary absence from the Colony Mr. HENRY WILLIAM KENNETT will act as Manager at Hongkong of the above named Company.

THE CHINA-BORNEO Co., Ltd.

Manager, William D. Jupp.

Hongkong, 24th April, 1911. [1076]

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held on SATURDAY, April 29th, at 7.45 p.m., in the Honokoro Hotel. Members intending to be present should notify the undersigned, giving number of guests they intend to invite.

H. L. O. GARRETT, Hon. Sec. (c/o Hongkong Club). Hongkong, 21st April, 1911. [1068]

THE OHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLIS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.

Hongkong, 19th March, 1911. [11]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened the FURNITURE STORE

at

No. 53, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co. 18th May, 1891.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 8th August, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

Studio at No. 14, D'Aguilar Street.

REASONABLE FEES. Consultation Free.

Hongkong, 19th June, 1910. [1]

Dr. M. H. CHAUN.

DENTAL SURGEON.

88, QUEEN'S ROAD CENTRAL, 1st Floor, Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [2]

Intimations

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.

Hongkong, 16th Mar., 1911. [968]

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 1st April, 1911. [61]

TO LET.

"CREGGAN," 39, The Peak.

No. 10, MACDONNELL ROAD. OFFICES in KING'S BUILDINGS 4th Floor.

AN OFFICE on 1st Floor, 16, DES VŒUX ROAD CENTRAL.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 8th April, 1911. [149]

TO LET.

SECOND FLOOR of No. 8A, DES VŒUX ROAD CENTRAL, newly completed with Lift and Lavatories.

Apply to—

DAVID SASSOON & Co. Hongkong, 22nd April, 1911. [1073]

TO LET.

FIRST FLOOR of No. 4, Des VŒUX Road, Central.

Apply to—

DAVID SASSOON & CO., LD. Hongkong, 25th April, 1911. [1076]

To Let.

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

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Apply to—

DAVID SASSOON & CO., LD. Hongkong, 25th April, 1911. [1076]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.

7.30 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.30 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 45 min.

9.00 a.m. to 9.30 a.m. " 30 min.

9.30 a.m. to 10.30 a.m. " 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.00 p.m. " 10 min.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Buildings, Des VŒUX Road, Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909.

Intimations



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE.

via DAIREN.

WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer) ...Lv.	Dairen (") ...Ar.	Thurs. Sat.	Sun. Tues.	Thurs. Fri.	Sat.
\$40	(S.M.R. Train) Lv. 6.00 p.m.	Ar. 2.45 a.m.	"	"	"	"
Y14.95	Mukden (") Lv. 8.00 ..	Ar. 9.55 ..	"	"	"	"
Y11.60	Changchun (") Lv. 11.35 ..	Ar. 7.25 ..	"	"	"	"
R 9.60	Harbin (") Ar.					

Connecting at Harbin with—

SOUTH BOUND.

Connecting at Harbin with			Ex- press from St Pet'g.	Ex- press from Moscow	Lite from Mos- cow	
R 9.60	Harbin (Russian train) Lv.	7.50 p.m.	Mon.	Wed.	Fri.	
	Changchun (") Ar.	6.40 a.m.	Tues.	Thurs.	Sat.	
Y11.60	(S.M.R. Train) Lv.	7.00 "	"	"	"	Sun.
	Mukden (") Ar.	1.46 p.m.	"	"	"	"
Y14.50	(") Lv.	2.00 "	"	"	"	"
	Dairen (") Ar.	10.30 "	"	"	"	"
Y40.00	(Steamer) Lv.	Noon	Wed.	"	Sun.	
	Shanghai (") Ar.		Fri.		Tues.	

Intimations.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S E
VERY OLD LIQUEUR
SCOTCH WHISKY

A Blend of the Finest Pure
Malt Whiskies, distilled in
Scotland.

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO., LD.

ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A. B. C. 5th edition
Western Union.

THE
Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 26, 1911.

WIRELESS.

The two marine disasters which we have had, unfortunately, to record this week again draw attention to the need for the immediate installation of a wireless telegraphic apparatus at Hongkong. We are quite prepared to admit that the Government for one reason or another may not consider it expedient to make any statement on this subject other than that it is anxious to have a wireless station here; but we are entirely unable to see where the objection to immediate construction lies. The Government are able to allocate funds for various things, and to do so within twenty-four hours or less after the need for such has been made apparent. We feel safe, therefore, in concluding that it is not for monetary considerations that wireless is being withheld from us. Are we to listen again and again to nebulous expressions of opinion to the effect that "Wireless is necessary to the Colony, but—As L'Aiglon says in Rostand's drama; 'J'admire ce malin!' We

have no wish to cavil and we deeply appreciate the good work done by our administrators, but may we ask why are the Home Authorities so obdurate in this matter? His Excellency will earn lasting praise if he can but convince those responsible that they are not only greatly displeasing the British residents of this Colony but at any moment they may be depriving the helpless and hapless of a shipwrecked vessel of that much needed succour which the signal Q.E.D. or S.O.S. might so quickly bring to them.

The wreck of the Asia throws another light upon the dangers which vessels wrecked or disabled are open to. Were it not for the warning sampans which, like beasts of prey, rush down on the helpless ship—Suppose for the moment the Shao-shing and the America Maru had not been "handy." The crew of the Asia might have been capable of beating off an attack—they would certainly do their best—but the looting of a ship and murder of its crew is not unknown in Chinese waters, and we say emphatically that vessels should be in a position to communicate by wireless with every port at which a warship lies. The Chinese fisherfolk are pirates first, last and all the time, and it is not right, or proper, or consonant with the dignity of Great Britain that her strongest naval port in the East should be without the means of learning that succour is needed. We urge the authorities at once to make arrangements for the installation of a powerful wireless station here. Let us cast off our obsolete methods of reasoning and install a wireless station without further delay; humanity demands it.

HONGKONG DAY BY DAY.

It appears that 20 lives were lost in the Meefoo and Kwanglee collision.

Capt. Marabal, of the Canton line, left for Europe by the French Mail.

Mr. J. W. Loureiro of the Canton Customs left for a holiday at home to-day.

Field Marshal Viscount Kitchener is to be sword-bearer at the Coronation ceremony in June.

Mr. F. Grove, the managing engineer of the Canton-Kowloon Railway, accompanied by Mrs. Grove, left by the Kamo Maru for a holiday in England.

Mr. Thomas J. O'Brien, United States Ambassador in Tokio, is to be transferred to Berlin, and Mr. Wilson, Assistant Secretary of State, is coming to Tokio.

Three cases of bubonic plague occurred during the twenty-four hours ending noon to-day, in a house in Centre Street. The victims were Chinese, all of whom died.

Members of the Chinese Y. M. C. A. band presented Bundhaster Coke, of the Rajputs, on the eve of his departure, with a handsome cup in recognition of services rendered.

On Saturday evening, 6th May, there will be a reception given at the Chinese Y. M. C. A. to Mr. and Mrs. McPherson on the eve of their departure to Canada for their furlough period.

Telegrams from Washington state that in the Senate Mr. Stone, a Democrat, denounced the landing in Mexico of marines by H. M. S. Shearwater as an arbitrary act, tantamount to an act of war, if approved by Great Britain.

A branch of the Communication Bank was started in Singapore last year to facilitate the Chinese residents in remitting and transferring money to their mother country. In view of the dense population of Chinese residents in Borneo, the Malay States, &c., branches of the Communication Bank will be established in all those places shortly.

The Assayo left Singapore for Hongkong, yesterday at 9 p.m. and is due here on the 28th inst. at 8 a.m.

The Postmaster-General, Mr. McI. Messer, was one of the passengers going home by the Kamo Maru.

The date of the arrival of the new Colonial Secretary has not yet been definitely settled. He is now on home leave, and in the mean while Mr. Clementi will carry on in his usual efficient manner the duties of Acting Colonial Secretary.

Mr. Roosevelt, speaking at the University of California, said that the Pacific Coast would be exposed sooner or later to the greatest crisis ever known in the history of the world. Americans should therefore be awakened to this crisis. The centre of progress of the world, he said, had been first transferred from the Mediterranean to the Atlantic and now was shifting to the Pacific.

Mr. Tse Tsun Hing, who has held positions in the Hongkong, and other docks, it is reported, has invented a new type of steamer, with power derived from wind and water, which, it is claimed, beats the engines of modern type. Some Chinese merchants have invited the inventor to return to China, and intend to float a company for the working of the patent.

OFFICIAL CHANGES.

H. E. Chao Erh-feng, Amban of Tibet, has been appointed Viceroy of Szechuan. Wang Jen-wen, Treasurer of Szechuan, has been appointed Frontier Minister for Yunnan and Szechuan, and Chow Yui-chien, Provincial Judge of Hunan, becomes Treasurer of Szechuan. Chang Chen-fang has been appointed Provincial Judge of Hunan.

THE RACE FOR THE POLE. Telegrams from Buenos Aires report that Captain R. Amundsen's vessel, the Fram, has arrived and reports having reached 78 degrees 41 minutes South, the farthest south achieved by the ship. The ship's company deny that Captain Amundsen had an aeroplane.

THE OPIUM TRADE.

LARGE QUANTITIES LEAVING HONGKONG.

Very large quantities of opium have been exported during the last few days from Hongkong to various ports on the China coast.

The dealers are in receipt of a rumour that the Chinese Government intends to greatly increase the duty on the drug, and it is expected that the new tax will come into force at any moment.

It is with a view to avoiding this additional tax that the present shipments are being made.

As our readers are aware Sir John Jordan for some time past has been negotiating with the Chinese Government with a view to lessening the period in which the opium trade is to come to an end.

POLICE COURT.

Two men were charged with behaving in a disorderly manner last night at about 8.30 in Ladder Street. The Magistrate sentenced the first defendant to seven days' imprisonment. A Chinaman was sentenced to one year's imprisonment with hard labour and four hours' stocks for returning from banishment.

The charge against Leung Sai Tze, Lau Kam Fat, Lau Yik Lau, and Lau Sui of obtaining 208 bags of rice from the Yuen On Godown at West Point by means of a forged order was again heard this afternoon before Mr. J. R. Wood.

Inspector Robertson prosecuted and Mr. W. E. L. Shenton appeared on behalf of the defendant.

Mr. J. L. Gardiner watched the case on behalf of the Yuen On Insurance Company.

His Worship remanded the hearing. The seizure was made at Canton, the value of the rice being \$1,600.

The total amount of gold exported from the F.M.S. in March was 1,248 oz., which paid \$1,163 duty. The whole was from Raub. The total gold exported this year to the end of March is 1,775 oz.

SERIOUS BANKRUPTCY CHARGE.

ALLEGED FALSIFICATION OF ACCOUNTS.

This afternoon the Chief Justice, Sir Francis Piggott, and a jury had before them the case of Lam Chung. This person was charged with falsifying his books, in several cases, with intent to defraud his creditors, he having filed his petition in bankruptcy. It was alleged that the falsifications complained of were made both prior to, and after filing his petition.

Mr. C. G. Alabaster, Acting Attorney-General, prosecuted on behalf of the Crown, and Mr. Potter defended.

The prisoner pleaded not guilty. Mr. Alabaster said that the prisoner started business in Hongkong, four years ago, in partnership with another, as an exporter to America, Australia and Canada.

After a year's working the partner left and prisoner continued the business on his own account.

He closed the business about Feb. 9th, 1910 and on March 11th he filed his petition in bankruptcy, in which he stated that he had assets amounting to \$26,000 and liabilities totalling \$22,000.

On April 5th of the same year the landlord put in a distress upon the prisoner's goods, for rent, and among other things, seized some books relating to the prisoner's business. These books, thirty-two in number, were handed over to the Official Receiver, and as a result of his investigation these charges were now made. Detailing some of the falsifications complained of was an entry in his ledger acknowledging the receipt of a draft for 720 taels from a Company in Portland, U.S.A.

The entry in the book stated that the draft was received on the tenth day of the tenth moon, when it could be proved that he actually received it on the eighth day of the eighth moon. This was found out because in another account prisoner calculated the interest due on the draft from the latter date.

Other false entries included one in his cash book, acknowledging the receipt of an amount a fortnight before he actually received it.

Finally Mr. Alabaster suggested that the reason for these falsifications was that the prisoner had destroyed the original books, and made others for the purposes of his petition. Some delay was caused in Mr. Alabaster's speech, and he explained that he was looking up the charges with which he was to proceed.

Mr. Potter:—There were forty charges at the police court, and all but four have been withdrawn.

Mr. Fletcher, deputy official receiver, said that after considerable difficulty, he succeeded in getting from the defendant the names of firms abroad, to whom he had consigned goods. However he absolutely refused to provide addresses, and witness was only able to get into communication with one firm.

The assets of the defendant were not sufficient to pay the expenses of the bankruptcy.

Mr. Potter:—It is not uncommon for people in this colony to file their petitions and you oppose them because they have no assets?

Sometimes. Case proceeding.

GOVERNMENT HOUSE.

Their Imperial Highnesses Prince and Princess Fushimi and suite arrived Monday per s.s. "Kamo Maru," en route to England as Representatives of Japan at the Coronation of His Majesty King George V.

Captain Taylor, A.D.C., met the ship on arrival and conveyed His Excellency's invitation of the hospitality of Government House and offered the use of a special train or the "Stanley," if required.

Their Imperial Highnesses, however, declined all invitations as they are travelling incognito. Their suite also were unable to accept any hospitality.

Representatives of the Commodore and Officer Commanding the Troops likewise waited on Their Imperial Highnesses.

At a recent session of the Philippine Commission a bill was passed regulating the traffic on the Benguet road.

"S.O.S." "S.O.S."

FIRST WIRELESS MESSAGES RECEIVED FROM WRECKED ASIA.

AMERICA MARU RACES TO HELP.

EUROPEAN MISSING.

"On Finger Rock." This was the first wireless message from the wrecked Asia received by the America Maru, which arrived in port at 6 o'clock to-day. It was received by the Toyo Kisen Kaisha's boat on Sunday last at 8.15 a.m., many miles north of the scene of the disaster.

Then in rapid succession came the messages: "Asia on Finger Rock." "We are on the Rock. Help. S.O.S. (the wireless code for 'Distress')." "Asia. S.O.S. S.O.S. Am ashore. Help. Immediate."

The America Maru was then in a dense fog going dead slow, but on receipt of this cry from the distressed vessel increased her speed to 15.1 knots, heading direct for the scene of the disaster.

The fog lifted soon after for a time, but again came down more dense than before. Some five miles north of the Rock the America Maru dropped her anchor. It would have been madness to proceed under the circumstances. She rode in about fourteen fathoms.

The America ran into clear weather on Monday morning at 5.30, and shortly afterwards "spoke" the Shao-shing. News of the wreck was given her by that vessel, which then had on board part of the passengers and crew and the mails of the wrecked.

The America Maru steamed slowly on and dropped anchor off the Asia. A boat was lowered under the command of the Chief Officer, and six of the Asia's crew were picked up from a sump.

They stated that a European member of the crew was missing.

The wreck lies high and dry from amidstships, with a heavy list to port. The deck is at an angle of nearly fifty degrees and it is impossible to walk on it.

The pictures that we have seen show the vessel cowering under the towering Finger Rock, submerged from stern to funnel, her bows pointing high into the air. Her No. 2 hold is completely flooded, and there never was the slightest hope of saving her.

One cannot but be impressed by the photographs and the water-colour painting of the wreck. The great liner is crushed, puny, under the huge, cruel rock at whose foot she lies.

From under its cruel peaks, the sea beating against the hapless vessel, crowded with humanity, came flashing through the fog-laden air, the poignant cry, for help: "S.O.S. S.O.S. S.O.S. S.O.S."—Distress! Distress! Distress! And the two vessels who came to the rescue, themselves under the hand of God in that darkened sea, splendidly answered the call.

It is a picture of the brutal forces of nature and the mitigating charity of science.

One can easily imagine the feelings of those on board when that ever-whirling, inanimate mass destroyed their floating home. And then came the swarming sampans from adjacent islands and even from the mainland. They came in hundreds, ready for "plunder" or salvage, and it speaks well for the officers and crew of the Asia, as well as for those of the Shao-shing, that passengers, mails and baggage were safely transhipped.

We trust that the missing European member of the crew will turn up safe and sound.

We cannot speak too highly of the gallantry and capability of all concerned, and our sincere sympathy goes out to the Captain of the Asia in this disaster to his vessel. He has lost her in a fog that, we are told, has seldom been equalled for density. The America Maru sighted only one vessel from the time she left Shanghai until she "spoke" the Shao-shing and the officers were utterly unable to see beyond the fo'c'sle head. It was a case of blind man's buff, complicated by strong cross currents.

We are given to understand that the wireless operator on the H.M.S. "Tamar" picked up messages from the wrecked Asia early Monday morning.

after the American warships had received similar messages. A Marconi station on a prominent point on the outside of the harbour would doubtless have obtained earlier news of the wreck.

COLLISION IN THE HARBOUR.

MAN THROWN OVERBOARD.

Shortly after 1.15 p.m. yesterday, a collision occurred in the harbour between a Customs launch and Police Launch No. 5. The collision took place immediately after the departure of the French Mail from the harbour. As the launches collided a seaman on the Police launch was thrown overboard.

Detective Sergeant Grant was on the spot and at once took steps for rescuing the seaman. The seaman was hauled up in an exhausted condition. At the time of the collision the Commissioner of Customs was on board the Customs launch.

The bow of the Customs launch was badly damaged, while the Police launch sustained slight damage.

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COMPANY MEETINGS.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The thirty-eighth ordinary annual meeting of shareholders in the above Company was held at noon to-day in Queen's Building.

Mr. G. H. Medhurst, Chairman of Directors, presided. Others present were Messrs. A. Forbes, E. Ormiston, J. W. C. Bonnar, C. E. Lanzmann, H. A. Stiel, G. Balloch, Fr. Lieb, G. Friesland, (directors), A. B. Rouse, T. F. Hough, W. Dunbar, Rsv. L. Robert, A. V. Apear, A. R. Lowe, W. E. Clarke, A. G. Coppin, J. Gardiner, L. Borindongue, Ho Fook, W. Hutton Potts, J. Siemsen, F. Smyth, P. Teater, A. Shelton Hooper, A. H. Harris, C. D. Wilkinson, J. W. Taylor, G. C. Moxon, H. Humphreys and C. Montague Ede (secretary).

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen,—Before proceeding to the business of the meeting I have to inform you that the negotiations for amalgamation with the North China Insurance Company, of which you were advised in a circular dated 11th January last, have come to an abrupt end, the Directors of that Company having refused to entertain our proposal, stating that the Company was not for sale. In view of the fact that the figure offered was arrived at after very careful consideration, we were naturally surprised that the negotiations should have taken this turn. It is not, however, for us to move further in the matter, but it is to be regretted that a union of interests could not be arranged, thereby reducing the percentage of charges all round, as it is only by amalgamation that the charge ratio can be so reduced without impairing efficiency. This argument applies equally to ourselves, our affiliated Company and the North China Insurance Company. The report has been in your hands for some weeks, and I will therefore with your permission take it as read. You will observe that the accounts are stated somewhat differently from those of last year; this is done in order to bring the firm more up to date. You will also notice that the auditors' certificate is also brought up to date. The Premium Income for 1909, as also the balance of Working Account, shows a satisfactory increase as compared with that of the previous year, despite the fact that the rate of exchange at which sterling takings have been transposed into dollars for the purpose of the report is 1.24, higher. The increase in our takings is partly due to improved trade during the period under review and partly to advances in rates in several directions brought about by concerted action of Companies and the leading members of Lloyd's. This points to greater unanimity amongst underwriters than heretofore, but a great deal has still to be done in this direction before business can be considered to be really on a satisfactory basis. You will notice that we have been able to strengthen our Investment Fluctuation Account more than sufficient to allow for any likely fall in the value of sterling securities. The Exchange Fluctuation Account will not disappear unless the dollar touches 11d., while each rise in exchange increases this fund. Our Reinsurance Fund has risen to £145,000, while our assets have increased by some 4 lakhs. Taken altogether, therefore, 1909 may be called a good year for us, and results owing to careful underwriting enable us to maintain our dividend. My predecessor in the chair told you at your last meeting that \$50 per share must be looked upon as a high water mark, and while I endorse this view for the present, there seems to be no reason in the future, if fortune continues to smile upon us, why we should not be able to somewhat increase the dividend by the payment of a bonus to shareholders when the return of any particular year warrants it. It is unwise to be too optimistic; but we have reason to be very hopeful of the future, our business being on so solid a foundation and of so widespread a nature.

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to justify this hope. The divisible balance for the year is \$337,782.87, which we recommend should be appropriated as follows:—The payment of a final dividend of \$20 per share, the addition to Sterling Reserve Fund of \$10,000 and the carrying forward of the balance to Underwriting Suspense Account.

The figures for 1910 are quite satisfactory, showing as they do a steady increase, and your Directors feel that they are quite justified in recommending the payment of an interim dividend of \$30 per share and a bonus of 20 per cent. on contributory business.

You will be glad to hear that while giving shareholders and contributors full consideration we have not forgotten our staff, through whose unremitting efforts the Society maintains its premier position. We have voted a bonus of 15 per cent. of a year's salary to the Provident Fund of each member who is in our service on the 30th of this month.

Before proposing the adoption of the report I shall be glad to know if any shareholder wishes to ask any questions.

There being no questions, the Chairman proposed that the report and accounts as presented be adopted and passed.

In seconding the above motion, Mr. Harris said:—

Sir, I rise to second the resolution and before formally doing so I may be allowed to make a few remarks. These remarks naturally arrange themselves under three heads. The report is a very satisfactory one and our thanks are due to the Board and the secretary for the able manner in which the business of the Union has been conducted, ability which has again been crowned with success. It is gratifying to learn that so widely are our roots spread and such a firm hold have they taken in the vast field of insurance that the future can be faced with confidence. The magnificent reserves we have built up, in conformity with the policy so repeatedly urged in this Board room have been added to and we carry forward a very handsome sum. Our Directors, with reference to your remarks, sir, upon combination and improved rates it is interesting to note what the Chairman of the Yangtze Insurance Society of Shanghai has to say on the same topic in his recent speech. It is also with pleasure I am sure we hear that the cold water douche of last year's speech has not been repeated and that shareholders may look forward to a bonus in addition to the dividend when conditions warrant its distribution, limitations that I hope will be liberally interpreted. A silver dividend in the terms of a 2s. dollar would not come amiss as a beginning.

If this is so one can but express the hope that a further sleight of hand next year may agreeably surprise us. Notice that the accounts for 1910 lump together the amounts due to sundry debtors with branch and agency balances which have hitherto been kept apart. I suppose there is some practical reason for this. My second heading, Sir, of course concerns the offer made by this society to the North China Insurance Company. You have just told us that the matter is at an end, the offer having been refused by the sister Company. But, Sir, if the reasons which prompted the offer were good and sound ones a rejection, based perhaps in part on a belief that the terms offered were sufficient, does not make them less sound. And if the elimination of competition and the reduction of working expenses, only possible under existing conditions by amalgamation, are desirable in the interests of our joint businesses, and in view of the peculiarities and risks of insurance work in the world, I am inclined to doubt if the matter can or should rest where it now is. Shareholders in the North China are disappointed that the terms of the Union offer and the grounds upon which it was refused were not notified to them. It does seem somewhat extraordinary. I believe that there has been some considerable misunderstanding as to the objects and value of the offer. It appears to have been thought that the Union was in a bad way and was in need of North China reserves. That the Union could not keep up its dividend and that generally we needed bolstering up and so forth, Sir. It is admitted that

years 1907 and 1908 were bad ones in the insurance world, in particular the year 1908, but this society has nothing to fear from the closest investigation. In making calculations as to the position of the Union it must not be forgotten that the Assets of the affiliated Co. the China Traders must be taken as being Assets of the Union. So far as I can learn this was not done by the North China when examining into the Union offer. An alleged for instance union loss and expense ratio over a four year period of 95.12 per cent. is easily seen to have been based on incorrect data and imperfect information. Exact figures of union business is not at my command but I am in a position to give these comparative figures. The percentage that charges bare to premium have been ascertained to be

1905
Union 16.31 per cent.
China Traders ... 23.13 " "
North China ... 25.47 " "

1909
Union 14.95 per cent.
China Traders ... 14.95 " "
North China ... 30.59 " "

Sir, it is not necessary nor is this the place to go further into details of misunderstandings and errors in order to make clear the reasons and the value of the offer made by the Union to the North China. Speaking in 1907 Mr. D. R. Law, whom many of us miss in Hongkong, said "I would further congratulate the Directors for the absorption of the China Traders Marine Insurance Society, controlled by us both Companies will greatly benefit in every way and I think we may look forward to an era of continued and increasing prosperity." Sir, those forecasts have been amply verified since the year in which they were made. May we not use similar language to the prosperity to a union of the North Chinas with ourselves? Amalgamation, Sir, I think, must come; the common interests of Far Eastern residents demand it; the nature of present day business methods presses for it. If the policy underlying the affiliation proposition is a sound one, and there has been no attempt made to prove that it is unsound, it is for shareholders to move in the matter. We all value security and good dividends, Directors as well as poor shareholders. I think we may thank the Directors for the interest they show in our business.

As to the money value of the Union offer I believe that that offer was made from calculations based on the results of the China Traders amalgamation. It is not to secure North China funds that the Union made its offer but to place the two Societies, as affiliated Societies, in a strong and impregnable position. This Society wishes to give to the North China shareholder the fullest value for his shares that they can be made to realise. Will not affiliation increase the value? I am sure that if after amalgamation, supposing it comes, it were found that the present book assets of the North China prove that its shares are worth more than the figure proposed by the Union—for it must be remembered that debts and outstanding claims take a long time to come in and to close up—that in such a case the Union would I hope be willing if requested to promise to make a further pro rata allotment. Union is strength: a sound and well-known motto—is it not that of the Shanghai Municipality—is "trina juncta in uno" and may this be the guiding motto for the future consideration of the North China and Union cum Trader Companies shareholders. My third heading, Sir, is to endorse on behalf of the shareholders the Directors' grant to the provident fund of the Union staff and to convey to them each and all our thanks and our congratulations. As we are now a University town we may speak in the language of the schools and in that language the past year may be almost called an alpha plus and your staff fully deserve what we can give them. I beg to second that the report and accounts be accepted and passed.

The motion was carried unanimously.
Mr. Robertson proposed and Mr. Dunbar seconded, the re-election of Messrs. Siebs and Balloch as Directors.
Carried unanimously.

On the motion of Mr. Smyth, seconded by Mr. Tester, Messrs. W. Hutton Potts and A. R. Lowe were re-elected auditors.
The Chairman—That's all the business, gentlemen. I thank you for your attendance. Dividend warrants are now ready and can be had in the usual way.

THE CHINA TRADERS' INSURANCE CO., LTD.

Immediately after the first meeting, another meeting of shareholders in the above Company was held in the same office, the same Directors being at the table. Others present were: Messrs. A. B. Rouse, J. M. Carvalho, G. M. Cunha, V. S. Remedios, A. E. Alves, J. A. Carvalho, J. A. Barros, J. Gardiner, A. R. Lowe and C. Montague Ede (Secretary).

The notice convening the meeting having been read by the Secretary.

The Chairman said:—Gentlemen, I will, with your permission, take the report as read. It compares favourably with that published last year and shows an increase in the divisible balance which we propose to deal with as follows:—"To pay a final dividend of \$4 per share on account of 1909, making \$7 for that year. We further propose to make an addition of \$10,000 to the Reinsurance Fund, which will then stand at over \$40,000, two-thirds of our paid up capital; the balance of \$225,358.20 we propose to carry forward to Underwriting Suspense Account, which sum is estimated to be more than sufficient to meet all possible losses which may arise on 1909 account."

As regards 1910, there is a substantial increase in net premium as well as in interest, and as far as we can gauge the situation the year seems likely to be a very favourable one and we therefore have no hesitation in recommending the payment of an interim dividend of \$4 per share and a bonus of 20 per cent. on contributory premium.

There were no questions.
The Chairman proposed the adoption of the report and accounts.

Mr. Forbes seconded.
Carried unanimously.

Mr. Ede proposed and Mr. Rouse seconded, the re-election of Messrs. Siebs and Balloch to the Directorate.

Carried nem con.
On the motion of Mr. Carvalho, seconded by Mr. Cunha, Messrs. Jeffries and Lowe were re-elected auditors.

The Chairman—That's all the business, gentlemen.

SUPREME COURT.

CRIMINAL SESSIONS.

The case was continued to-day before the Chief Justice, Sir Francis Piggott, in which U Tak and Chiu Kung Shun were indicted for demanding money with menaces. The charge arose out of an unsuccessful prosecution of a relative of one of the prisoners, who had been accused of robbery but was discharged. According to the case of the prosecution the two prisoners had then demanded money from the originator of the abortive charge. Police evidence was given, as to the results of watching a meeting between the parties when money was demanded and a proffered sum refused because it was not enough.

The defence was that the money was not demanded but offered by the complainant to compensate the prisoner U Tak for the expense he had been put to in defending his (prisoner's) nephew from the charge of theft.

A SALUTARY SENTENCE.

The jury returned a unanimous verdict of guilty against both prisoners.

U Tak was sentenced to eighteen months and Chiu Kung Shun to two years, with hard labour in each case.

The Board of Foreign Affairs has telegraphed to the Canton Viceroy that two officers of the United States army will soon pay a visit to Canton and review the local troops.

Mr. D. Landale, who left Shanghai for home, presented to the S.M. Police the well known race pony Cotawold who has some crack performance to his credit, among them being the winning three years in succession of the Grand National Sweepstake.

ADMIRAL TOGO WARM- LY CHEERED BY JAPANESE CREW.

The Kamo Maru of Hongkong about ten o'clock this morning and passed the Kaga Maru of the Nippon Yusen Kaisha line, which has arrived from London. The sailors and a large number of Japanese passengers lustily cheered the Admiral, who, however, did not appear to answer.

HONOUR WHERE HONOUR IS DUE.

We have to apologise to two of our contemporaries for having inadvertently made a mistake in our daily excerpts from their leading articles.

We credited the "China Mail" with an expression of opinion on the currency loan question which in reality is to be attributed to the "Morning Post."

The "China Mail" draws our attention to the mistake, and we apologise to both it and the "Post."

REMARKABLE GUNNERY.

An entirely new system of gunfire control has been fitted to the new Dreadnought battleship Neptune, in the designing of which Admiral Sir Percy Scott and Messrs. Vickers, Son and Maxim were concerned, and Sir Percy Scott was on board all through the trials.

The main advantages claimed for the new system are that by its greater accuracy of control and rapidity of fire are obtained. A long and exhaustive series of tests was carried out under varying conditions, but with unvarying success. The big guns registered two hits to every three shots, and were so accurate that no ship afloat could have withstood their fire.

AN INTERESTING CASE.

JUDICIAL DECISION ON LEGAL TENDER AGAINST STERLING.

Mr. Justice Ebdon's decision in the case of Joaquim and Co., of Kuala Lumpur, against Mr. B. C. N. Knight, of Jebong, settles the vexed question of what is legal tender against sterling in Perak, states the "Perak Pioneer."

The facts of the case were briefly as follows:—Mr. Knight through the agency of Joaquim sold two of his rubber estates for \$41,000. Upon completion Joaquim and Co. contended that as the Bank rate of exchange was 2s. 4-1/4d. they had the right to settle at that rate.

Mr. Knight, on the other hand, contended that they must either pay him \$41,000 in gold, or Bank of England notes, or give him a sufficient number of dollars to purchase that number of sovereigns, and declined to sign the transfer unless they did so. They yielded to his demand, under protest, and the present action was brought by them, to recover the odd four shillings which amounted to \$3,000 odd. Mr. Wright Motion appeared for the plaintiffs and Mr. F. R. Howlett for the defendants. Mr. Motion argued that the contract should be continued by the law of custom, which, he suggested, followed the bank rate. Mr. Howlett relied on the Legal Tender Act of 1898, which made sixty dollars legal tender for \$7, i.e. 2s. 4d. a dollar, in the State of Perak. After some argument, His Lordship gave judgment for the defendants with costs of action. Plaintiffs' counsel gave notice of appeal.

Mrs. E. C. Wilks has decided to sever her connection with the Far East and proceeded home to-day by the Kamo Maru.

The naval correspondent of the "P. M. Gazette" says:—After a while Ceylon will be able to "speak" to Singapore, India and Egypt by means of the "wireless" system whereby we are girdling the earth. A new station is to be erected in the south of the island and equipped with a powerful long-distance installation. The advantage of bringing Ceylon into constant communication with other parts of the world in this way is so obvious that it needs no emphasising. Its benefits will not be felt by the Navy alone.

THE SUBMARINES. TAKE A TRIP OUTSIDE THE HARBOUR.

The three submarines which have been added to Hongkong's naval strength left harbour yesterday for a trial dive outside, and returned this afternoon after very successful exercise.

Each carries fourteen men and two officers, and the crew of one of them never left their craft the whole way out from Portsmouth.

The arrival of the little vessels was eagerly watched by a large number of residents to-day, including many of the guests of the Governor at the luncheon at Government House in honour of H.H.R. Prince Chakrabongas.

COMMERCIAL.

SHANGHAI SHARES.

The quotations on the Shanghai Stock Exchange on the 21st were as follows:—

Meatschappij, etc. in Langkat, Ld. Tls. 100 cash.

Sungala Rubber Tls. 3 cash.

Chong Rubber Tls. 3.1-2 cash.

Padang Rubber Tls. 7.60 cash.

Chemor United Rubber Tls. 1.60 cash.

Bukit Toh Alang Rubber Tls. 4 cash.

Anglo-Java Estates, Ld. Tls. 6.3-4 cash.

Kota Bahru Rubber Tls. 6.3-4 cash.

Senawang Rubber Tls. 37.1-2 cash.

Shanghai-Malay Rubber Estates, Ld. f. p. Tls. 2.35 cash.

Sink Indrapoera Rubber Tls. 3.1-4 cash.

Cathay Trust Co. (O. & P.) Tls. 9 cash.

Shanghai Gas Co., Ld. Tls. 105 cash.

Shanghai Mutual Telephone Tls. 65 cash.

Electric Construction £6.5.0 cash.

North-China Insurance Tls. 155.1-2 cash.

Shanghai Municipal 6 per cent. debentures 1903 at Tls. 102 cash.

Shanghai Land 6 per cent. debentures 1902 at Tls. 102 cash.

Shanghai Waterworks 6 per cent. debentures 1909 at Tls. 104 cash.

The "Pioneer's" London correspondent wires that as a result of protests in the House of Commons against a new Army order requiring officers to buy an expensive sash for review occasions, the order has been withdrawn.

A special Japanese military mission is expected to visit Germany in May.

To-day's Advertisements.

NOTICE.

BY PERMISSION, an Address will be presented from the Freemasons of Hongkong and South China to HIS MAJESTY KING GEORGE V. on the occasion of his Coronation.

Signature Sheets have been sent to the several Lodges of the District.

Any Brother not being on the Roll of one of the said Lodges and who is desirous of signing the Address may do so by applying to Messrs. Kelly and Walsh Ltd., or at the Masonic Hall on or before FRIDAY next 28th inst.

Hongkong, 26th April, 1911. [1085]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above ports consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 28th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.

Hongkong, 26th April, 1911. [1082]

To-day's Advertisements.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE Steamship

"AMERICA MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 29th April, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on THURSDAY, 4th May, afternoon, will be subject to rent and landing charges.

All damaged and otherwise damaged cargo to be left on board or godown and examination of same to be arranged.

All claims must be filed on or before May 10th, 1911, otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 26th April, 1911. [1088]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAGA MARU."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd May, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 26th April, 1911. [6]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909 and an Interim Dividend of Thirty Dollars per Share for the year 1910, will be payable on WEDNESDAY, the 26th inst.

Warrants may be had on Application at the Office of the Society on and after that date.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 26th April, 1911. [1084]

Hongkong, 26th April, 1911. [1081]

Intimations

BUTTER.

OUR

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR

"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [84]

To-day's Advertisements.

NOTICE TO MARINERS.

THE Coast Inspector, Maritime Customs, Shanghai, reports a STEAMER SUNK in the following position:—

Elger Island bearing S.S.W., distance 4 Miles.

C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 26th April, 1911. [1080]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby

informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th prox. or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 26th April, 1911. [1081]

THE SORROWS

OF

SATAN

would have been much less if he had

only used

"CLUB WHISKY."

H. PRICE & CO., LTD.,

12, Queen's Road Central, Hongkong

and

83, Haiphong Road, Kowloon

Hongkong, 26th April, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers:

From Hongkong	From Quebec
"EMPEROR OF INDIA".....Sat., April 29.	"ALLAN LINE".....Fri., May 26.
"EMPEROR OF JAPAN".....Sat., May 20.	"EMPEROR OF BRITAIN".....Fri., June 16.
"EMPEROR OF CHINA".....Sat., June 10.	"ALLAN LINE".....Fri., July 7.
"MONTEAGLE".....Wed., June 28.	
"EMPEROR OF INDIA".....Sat., July 1.	"EMPEROR OF IRELAND".....Fri., July 28.
"EMPEROR OF JAPAN".....Sat., July 22.	"ALLAN LINE".....Fri., Aug. 18.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43 Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Filder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SAPORE, SAMARANG & SOERABAYA	SUISANG	Saturday, 29th Apr., Noon.
MANILA, SHANGHAI, KOBE, & MOJI	YUENANG	Saturday, 29th Apr., 2 p.m.
TIENTSIN	CHOENGSHING	Saturday, 5th May, Noon.
MANILA	LOONGSANG	Saturday, 6th May, 2 p.m.
SINGAPORE, PENANG & CALUTTA	NAMSANG	Monday, 8th May, Noon.
SANDAKAN	MAUSANG	Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cholon, Tientsin and Newchwang.

† Taking Cargo on Through Bills of Lading to Kulsit, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 216. General Managers.

Hongkong, 26th April, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIC".....	6,232	E. S. Cowley.	4th May
"KUMERIC".....	6,262	G. B. McGill.	30th May
"LUCERIC".....	6,400	J. Mathie.	30th June

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 18th April, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
Tjitaroom	SHANGHAI	2nd half Apr.	JAVA	2nd half April
Tjipanas	JAVA	2nd half Apr.	JAPAN	2nd half April
Tjilatap	JAVA	2nd half Apr.	JAVA	1st half May
Tjibodas	JAPAN	1st half May	JAVA	1st half May
Tjiluwong	JAVA	1st half May	SHANGHAI	1st half May
Tjilmali	JAVA	1st half May	JAVA	2nd half May
Tjikini	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Buildings.

[974]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, Tons 9,000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAIOH & YOKOHAMA.....	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAIOH & YOKOHAMA.....	AWA MARU, Capt. Iizawa, Tons 7,000	TUESDAY, 23rd May, at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
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NAGASAKI, KOBE and YOKOHAMA.....	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at Noon.
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KOBE and YOKOHAMA.....	KAGA MARU, Capt. M. Hagino, Tons 7,000	THURSDAY, 27th April, at 11 a.m.
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BOMBAY, &c.....	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	TUESDAY, 2nd May.
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† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck-passengers. Calling at Keelung and Shimizu.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.	
Steamers.	Tons Leave Hongkong

To London, per New Steamer	
Aki	7,000 10th May
Mishima	9,000 24th "
	1st class Single...Y560
	2nd class Single... 825
	Return... 640
	Old Str. 1st class Single 500
	Return 750
	2nd class Single 340
	Return 495

To Victoria, B.C. and Seattle, Wash. U.S.A.	
Steamers.	Tons Leave Hongkong

To Pacific Coast Common Points	
Awa	7,000 23rd May
Inaba	7,000 20th June
	1st class Single...£30
	2nd " " " £21
	To London via New York
	1st class Single...£60
	via St. Lawrence
	1st class Single...£60

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers, Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to T. KUSUMOTO, Manager.

CHINA NAVIGATION

CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
SHANGHAI.....	"ANHUI".....	27th April, 4 p.m.
CHEFOO & NEWCHWANG.....	"NANHANG".....	29th " D'light.
HAIPHONG.....	"SUNGKIANG".....	20th " Noon.
SHANGHAI.....	"CHENAN".....	20th " M'night.
MANILA, CEBU & ILOILO.....	"TEAN".....	2nd May, 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"CHANGSHA".....	3rd " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra staterooms on deck, aft, saloon accommodation of a.m. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lintan, Chinhuai)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 86.

Hongkong, 26th April, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft, "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SHANGHAI and COLOMBO,

To Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black, Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Marseilles, Havre & Hamburg:
S.S. Friedland..... 6th May	S.S. Senegambie..... 27th April
Scandia..... 13th May	For Rotterdam, Hamburg & Antwerp:
Slavonia..... 4th June	S.S. Belgavia..... 8th May
Segovia..... 15th June	For Havre, Bremen & Hamburg:
Spezia..... 1st July	S.S. Suevi..... 10th May
Sileia..... 12th July	For Rotterdam, Hamburg & Antwerp:
C. Ford. Last 23th July	S.S. Sachsen..... 25th May
For Further Particulars, apply to—	For Marseilles, Havre & Hamburg:
	S.S. Bayern..... 3rd June

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 21st April, 1911.

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 29th Apr., 4 p.m.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Haiching.....	Capt. W. C. Passmore	FRIDAY, 28th April, at 11 a.m.
Haikang.....	Capt. A. E. Hodgins	TUESDAY, 2nd May, at 11 a.m.
Haitan.....	Capt. J. S. Roach	FRIDAY, 5th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haitan.....Capt. J. W. Evans.....SUNDAY, 30th April, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, LaPrak & Co., General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Empire.....	April 7.	May 2nd, at 11 a.m.
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
America Maru.....	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
Tenyo Maru.....	21,000	E. R. R. R.	Friday, May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith	Friday, June 2, 1 p.m.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "America Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and ILOILO, on FRIDAY, the 5th May, at 1 p.m.

SO' TH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at Veracruz.) Only Regular direct service to Mexican Ports and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Hongkong Maru.....	11,000	H. Hinkins	Saturday, June 17, 1 p.m.
Kiyo Maru.....	17,500	H. Nishi	Tuesday, Aug. 15, 1 p.m.
Buyo Maru.....	12,500	K. Hashimoto	Saturday, Oct. 11, 1 p.m.

The Steamers "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, ILOILO, MANILA, ZAMBOANGA, CALAO, IQUIQUE, VALPARAISO, and CORONEL, on SATURDAY, the 17th June, at 1 p.m.

For Further Particulars as to Freight and Passage, apply to K. MATSUDA, Local Manager.

SING'S BUILDING (Opposite Blake Pier).

HINTS ON HEALTH.

SIGNALS

OF A BREAKDOWN.

Although in some cases nervous breakdown seems to come without warning, a very bolt from the blue, it is only because the premonitions were so obscure as to be unrecognisable by any save a doctor.

Very frequently, however (says the "Family Doctor") there are forewarnings plain enough to be read by anyone, and if these are heeded there is no reason why the threatened breakdown should not be warded off successfully. Excessive nervousness and irritability is a common result of overwork in the case of those who drive their brains hard. It is therefore often enough a distinct preservative of health, because it wakes the man up, as it were, to a sense of his danger in time, and forces him to give his nervous system a rest.

Headache is another symptom. Actual sleeplessness or very disturbed sleep are common signs. Other still more serious warnings are numbness of one or more of the hands or feet, loss of power, perhaps only momentary, over some groups of muscles, failure of memory, or in ability to fix the attention on any subject.

Anyone who notices either one of these symptoms cannot do better than seek medical aid at once.

ALCOHOL IN OLD AGE.

In old age some form of alcoholic drink at meal times is often very beneficial. The general vitality of the aged is deficient, the food digestion needs stimulating. Large quantities of solid food are contra-indicated. Alcohol is easily assimilated, aids digestion, produces its effect quickly, and takes the place of some of the more indigestible articles of diet. Over-eating is specially injurious in those of advanced years, and the substitution of a moderate amount of alcohol for some of the meat and other solids is advantageous. Its use is thus to be commended in the dietary of the aged.—Dr. Sidney Hillier.

THE RAW FRUIT CURE.

Raw fruit diet supplies every want of the human economy, and it is not only as nourishing and sustaining as the most expensive mixed diet, but it produces more energy and endurance, and is more easily assimilated and is absolutely free from any dangerous matter.

Raw fruit, says the author of "Fruitarian Diet and Physical Rejuvenation" counteracts the deleterious influences of the usual mixed diet, as it prevents constipation, helps the excretion of uric acid and other acid poisons by rendering the blood more alkaline, and supplies those important food salts which in a cooked diet are rendered almost valueless. It is not only food but medicine for all people using cooked food, and those should therefore eat as much raw fruit—fresh or sun-dried—as possible, or have at least one meal a day consisting of fruit only.

It is advisable for every mixed eater, in order to purify his body, to undergo a fruit cure of four to six weeks' duration every year, at a place where, and at a time when, the fruit is at its very best. Such cures would do more good than the usual annual visit to the seaside.

CARE OF TEETH.

Dr. J. F. Colyer gives the following general rules to be observed in the care of the teeth:—The brush should be small, with stiff bristles.

Teeth should be brushed thoroughly, especially the molars.

WHAT WAR REALLY IS.

EXPERIENCE V. HISTORY.

Mr. Henry W. Novison's "Essays in Freedom," which, as it seems, made their appearance only a few years ago, and deservedly created a literary sensation, have had the honour of being republished in Messrs. Duckworth and Co.'s "Readers' Library"—a sure sign of literary merit. The essays treat of Freedom in manifold aspects, political, social, moral; and some are of a general character difficult to classify. But they all have one quality in high degree—they have literary power and style, and once read, are long remembered. We quote a sample:—

The third volume of the official history of the Boer War is a good type of military writing—clear, brief, and accurate. On its own lines, it could hardly be better done. It tells of various advances and operations—the great advance to Pretoria, the operations in the Western Transvaal, in the Orange River Colony, and so on. We are shown columns advancing, divisions operating, frontal movements, enveloping movements, clearings, and pursuits, so many men, so many guns, so many horses. With a good map and little blue and red flags on pins one could make quite a pretty and intelligible picture of it, and criticise the obvious mistakes of Generals through all a summer's afternoon. It is admirably carried out, full of interest, beside, to any one capable of delighting in the game of war. But before the minds of those who were then what a different picture rises as they read those quiet pages—a picture no more like the blue and red flags on pins than a map is like a country!

One may read, for instance, that the General made dispositions for a reconnaissance in force next day, and it is interesting to move one little red flag an eighth of an inch forward. But I remember that straight morning, the rattle of the chains as the guns went by, the dull rumble of the wheels, the plodding tramp of fours upon a soft road, the cheeks, the grumbling arms, the low voices of men going into action, the first streak of light that showed the long brown serpent winding over the hills, the whirr of the first shell that went right through a battery horse without bursting. Or, we read that "the hostile artillery was not slow in development," and behind the words I see again the great white puff of smoke from a hill-top, men falling flat for shelter, the flare of blazing orange in the middle of the streets, the Kullirs applauding as at Crystal Palace fireworks, the front of the Scottish store suddenly blown out, making one remark how jolly it was to see shops open again. Many pages later we are told "the General had at 9 a.m. detailed a flying column to move out and make an effort to intercept the routed enemy." Move your red flag again one-eighth of an inch, but if you could only have seen that flying column!—the faces pallid and hollow, every bone visible through the skin, legs bent on the march, or at the halt like a broken-kneed cab-horse's, uniforms torn and black, trousers patched with socks, feet bare. The men clung to their rifles with both arms, or carried them as women carry babies. Every few minutes they halted to rest. Every hundred yards one fell down or dragged himself on all fours into the rocks. The artillery horses that had been kept alive struggled feebly up the road, lurching at the reins. From every side arose the stupefying smell of horses that had cheated the soup cauldrons by starvation. As you passed a man, a faint odour of perfume told you he had been enjoying condensed horse favoured with hair-oil in a hospital. Doubled together with dysentery, twisted with rheumatism, green with hunger, so the flying column crawled out to intercept the routed enemy.

In May, 44,000 men and 203 guns were disposable for the advance to Pretoria, and we read that "on the 27th, the main body crossed the Vaal." For a military history that is quite sufficient. But the words call up a vision of the ten miles of loose sand over which the heavy guns and supply waggons had

to be dragged before the river was reached, where the main body crossed in just a line of print. Was more suffering ever crowded into so short a space? Ten years' bull-fighting in Spain could not make its sum. Sixteen oxen went to a load, and twenty-two for the big gun. Knee-deep in sand they ploughed their way, the wheels often hidden to the axle. In front a Kullir guided the span, another held the ropes upon the waggon, a third walked at the side with an enormous raw-hide whip. All yelled and screamed in the peculiar language oxen best understand. If a waggon stuck, all the Kullirs around stood by with their whips and lashed the living hides into great lines and gashes. The oxen bellowed and groaned, writhing backwards and forwards, trying in vain to tear themselves from the yokes and the heavy chain which runs down the centre of a span. Many rolled over dead of pain and terror; many lay down and let man do his worst. These were shot or poleaxed, and others took their places. But usually, when torture reached a certain pitch the waggon moved, the purpose of strategy was accomplished, and the main body crossed the Vaal.

MY DINNER TABLE.

As I sit alone at dinner
With a jaded appetite
Due to being compelled to eat some
Form of "murgli" every night,
I can watch the playful antics
By the winged tribe displayed,
Some being members of the heavy,
Others of the light brigade.
Why they come or where they
come from
I confess I do not know.
But you're taught each little
creature
Serves a purpose here below.
Take a hard-bark—you can bang
him
With a napkin on the head
And be quite prepared to swear
he's
Absolutely stony dead.
But he's not; you then deliver.
As you think the coup de grace
With a flick of thumb and finger,
Back he comes into your glass.
While this little scene's enacted,
Comes the chance of smaller fry,
Who you find, mixed up with
gravy.
Are prepared to do or die.
Quite peculiar is the flavour
Certain little flies impart.
Far from being a blast addition
To the culinary art.
Next a doleful faced amantiss
On the table-cloth appears
Gravely nodding to the others
Quite devoid of quills or fears.
Watch that moth who shameless
hovers
Round about your glass's rim.
Longing for a sip of whisky
If he only could get in.
Space to my regrets forbids me
(May I hope also to yours)
Further to describe the creature
Which enlivens me indoors.
—W. F. M.

OUR DIARY.

Wednesday, 26th April.

Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.

Concert, at Y.M.C.A., 9.15 p.m.

Thursday, 27th April.
Legislative Council meeting.

Friday, 28th April.
Stockbrokers' Association's Selling Day for April.
Philharmonic Concert.
Lady Lugard at Home.

Saturday, 29th April.
Departure of Coronation Contingent.

Entries close for Lawn Bowls
Open Singles Championship.
Hongkong Football Club Annual Dinner.

H. Price and Company, Ltd.,
Annual Meeting, 12.30 p.m.

Monday, 1st May.
Shanghai Spring Race Meeting.

Tuesday, 2nd May.
Organ Recital.

On the 30th ultimo the total amount of Post Office Savings in Japan stood at ¥102,801,000, the depositors thereof numbering 11,230,637. Compared with the corresponding date last year, the amount of savings showed an increase by over ¥30,100,000 and the number of depositors by 981,117.

Shipping—Steamer.



The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, OCEAN,
LON. AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"ASSAYE,"
Captain G. W. Cookman, R.N., carrying
His Majesty's Mails, will be de-
parted from this for Bombay, &c., on
SATURDAY, the 29th April, 1911,
at Noon, taking passengers and cargo
in connection with the Company's s.s.
"Morca," 11,000 tons, from Columbo,
passengers' accommodation in which
vessel is secured before departure from
Hongkong.

Silk and Valuables, all cargo for
France and Tea for London (under
arrangement) will be transhipped at
Columbo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the s.s.
"Egypt," due in London on the 9th
June, 1911.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th April, 1911. [4]

Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL
(With liberty to call at Malabar
Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MONTROSE" (About 4th
May).

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER" (About 11th
May).

For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 20th April, 1911. [556]

THE AMERICAN & ORIENTAL
LINE.

FOR NEW YORK

(With liberty to call at the Malabar
Coast).

THE Steamship

"AFGHAN PRINCE,"
Captain Thomas, will be despatched for
the above port on or about the 18th
May.

For Freight and Passage, apply to
ARNOLD, KARBURG & Co.,
General Agents.
Hongkong, 18th April, 1911. [1064]

"SHIRE" LINE OF
STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM
& ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Candy, will be de-
parted as above about 12th prox.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th April, 1911. [1073]

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND
TOILET REQUISITES
FOR SALE.
18, D'ARQUEL STREET, HONGKONG.

MAN CHEONG.

10, WELLINGTON STREET CENTRAL,
HONGKONG.
SWATOW DRAWING WORK.
Gentlemen and Ladies'
TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth,
Canton Silk and Lace, &c., &c.
Hongkong, 23rd January, 1911. 885

COLOUET CHAMPAGNE
EXTRA DRY.

24 pints at \$22.50.

FRENCH STORE,
6 Queen's Road.
Hongkong, 15th Mar., 1911. [47]

Consignees.

FROM EUROPE.

THE H.A.L. Steamship

"BAYERN"

Captain Brehmer, having arrived, Con-
signees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, whence
delivery may be obtained against Bills-
of-Lading countersigned by the Under-
signed.

Optional Cargo will be carried on
unless notice to the contrary be given
to-day.

All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
26th inst., will be subject to rent.

All broken, chafed, and damaged
goods must be left in the Godowns,
where they will be examined on the
26th inst., at 5 p.m.

No Fire Insurance will be effected by
us in any case whatever.

This steamer brings on cargo:
Ex s.s. "Jala" from Christiania.

Ex s.s. "Hamburg" from Gote-
borg.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
Hongkong, 20th April, 1911. [966]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM ANTWERP, LONDON,
MALTA, PORT SAID, SUEZ,
and STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong
and Kowloon Wharf and Godown Co.'s
Godowns at Kowloon, where each Con-
signment will be sorted out Mark by
Mark and delivery can be obtained as
the Goods are landed.

Optional Goods will be landed here,
unless instructions are given to the
contrary within 6 hours.

Goods not cleared by the 27th inst.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected
by me in any case whatever.

Damaged packages must be left in
the Godowns for examination by the
Consignees and the Company's sur-
veyors, Messrs. Guthrie & Thompson,
at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized. No Claims will be admitted
after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 20th April, 1911. [4]



WANTED.
WILL ANY PERSON WHO
WITNESSED THE MOTOR
incident near No. 2 Police Station on
Friday evening last, in which a Chinese
was injured, communicate with the
Captain Superintendent of Police.

Hongkong, 25th April, 1911. [1078]

HONGKONG AND KOWLOON
WHARF & GODOWN CO., LD.

MR. WILLIAM SAMUEL
BROWN will not be Secretary
of the above Company during my ab-
sence from the Colony.

By Order of the Board,
Edward Osborne,
Secretary.

Hongkong, 25th April, 1911. [1077]

By Order of the Board,
Edward Osborne,
Secretary.

Hongkong, 25th April, 1911. [1077]

TSANG KWONG
COMPANY.

ELECTRICAL AND GAS
CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 690.

Hongkong, 2nd Jan., 1911. [78]

HUNG ON & CO.,

SHOW ROOM AND STORE
at the Premises formerly occupied by
A. CHEE & Co.

17A, QUEEN'S ROAD, CENTRAL.

GENERAL UPHOLSTERERS
AND FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and
Silver Plated Glass and Iron
Ware of all descriptions, always on
hand for sale or hire at moderate prices.

Hongkong, 1st June, 1910. [415]

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET)

CINEMATOGRAPH VAUDEVILLE

Frid'y 28th

BENEFIT

FOR

MISS VERA FERRACE,

ALL SEATS \$1.

Lease and management of R. H. STEPHENSON.

CAPSTAN MIXTURE

MEDIUM

&

FULL



In 1/4 lb.

Air Tight

Tins.

W. D. & H. O. WILLS.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDON EMMENHOF, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians,

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRU-
TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work.
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

GRAVING DOCK.

787ft. by 88ft. by 84ft. 6 in.
Pumps empty Dock in
2 3/4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
the Works Raising up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE

"Empire" Cinematograph

Theatre

Des Vaux Road Central, opposite
Central Market.

THIS WEEK

Commencing TO-MORROW,
The Beautiful

Artistic

Picture:

"SEMIRAMIS,"

a lavishly mounted

BIBLICAL STORY.

Hongkong, 24th April, 1911. [852]

VICTORIA SKATING

RINK.

5 Sessions Daily.

THE BEST FLOOR

The Company has decided to reduce
the Prices from 1st April, 1911,
to the end of the Season.

Hongkong, 24th April, 1911. [890]

FRIDAY,

APRIL 28th,

9.15 P.M.

PHILHARMONIC CONCERT.

Booking:

Lane, Crawford & Co.
[1070]

STEAM LAUNDRY CO.

YAUMATEI.

Established 1899.

THE only successful Steam Lau-
dry in the Far East. The only
Laundry in the Colony under
European Supervision.

Filtered Water. Regular Delivery,
Flannels and underwear washed by
hand.

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Manager.

Hongkong, 1st Mar., 1911. [931]

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EXCHANGE.

Selling.	
London-Bank T.T.	1/10 15/10
Do. Demand	1/10
Do. 4 months sight	1/10 1/2
France-Bank T.T.	2.51 1/2
Germany-Bank T.T.	1.87
India T.T.	186 1/2
Do. Demand	186 1/2
Shanghai-Bank T.T.	74 1/2
Sing.-Bank T.T. per H.K. \$100	78 1/2
Japan-Bank T.T.	89 1/2
Yen-Bank T.T.	100 1/2

Buying.

4 months' sight L/O.	1/10 5/10
6 months' sight L/O.	1/10 7/10
80 days' sight San Fco & N. York	46 1/2
4 months' sight do.	46 1/2
80 days' sight Sydney & Mel-	
bourne	1/10 9/10
4 months' sight France	2.36
6 months' sight do.	2.38
4 months' sight Germany	1.91 1/2
Bar Silver	24 15/10
Bank of England rate	3 %
Sovereign	\$10.80

SHIPPING NEWS.

MAILS DUE.

English (Delta) 27th inst., 6 a.m.
 Ger. (Prinz Sigismund) 30th inst.
 German (Bluebird) 4th prox.
 American (Persia) 10th prox.
 American (Korea) 10th prox.

The E.A. s.s. St. Albans from
 Sydney, & left Port Darwin yester-
 day, for Manila for this port.
 The P.M.S.S. Co.'s s.s. Siberia,
 which sailed from Hongkong on
 24th ult., arrived at San Fran-
 cisco on 20th inst.

The P.O.S.N. Co.'s s.s. Assaye
 left Shanghai for this port on 25th
 inst., at 9 p.m., and is due here
 on 28th inst., at 8 a.m.

The Bank Line s.s. Strathairne
 sailed from Yokohama on 25th
 inst., and she is due to arrive at
 Victoria, B.C. on 10th prox.

ARRIVALS.

Santa, Ger. s.s., 992, N. Jensen,
 25th April-Bangkok 17th
 April, Gen.-Chinese.
 Carl Dierichsen, Ger. s.s., 774,
 Jurgensen, 26th April-Hol-
 how 26th April, Gen.-J. &
 Co.

26th April-Calcutta 9th
 April, Gen.-S. & Co.
 Australia, Fr. s.s., 3,514, Monton,
 26th April-Marseilles 26th
 April, Gen.-Mail and Gen.-
 M. M.

America Maru, Jap. s.s., 3,161, A. G.
 Stevens, 26th April-San
 Francisco 26th Mar., Can-
 ned Goods, Flour and H'diso.
 T. K. K.

Haiching, Br. s.s., 1,267, W. C. Pass-
 more, 26th April-Swallow
 25th April Gen.-D. L. &
 Co.

Quarta, Ger. s.s., 1,146, Danichen,
 26th April-Canton 25th
 April, Ballast.-S. W. & Co.
 Fukura Maru, Jap. s.s., 1,046, F.
 Ajawa, 26th April-Moji
 20th April, Coal.-M. B. G.
 K.

Pathan, Br. s.s., 3,170, Chaplin, 26th
 April-Singapore 19th April
 Gen.-D. & Co.

Earl of Elgin, Br. s.s., 2,811, D.
 Robertson, 26th April-
 from Dublin. Gen.-S. &
 Co.

Kaga Maru, Jap. s.s., 6,301, M. He-
 gine, 26th April-Singapore
 21st April, Gen.-A. B. O.

CLEARANCES AT THE HAR-
BOUR OFFICE.

Austria, for Singapore.
 Carl Dierichsen, for Canton.
 Hongkong, for Pakhoi.
 Bonalder, for Bangkok.
 Pathan, for Shanghai.
 Australia, for Shanghai.

DEPARTURES.

April 26.

Kamo-maru, for Singapore.
 Tosa-maru, for Shanghai.
 Choshu-maru, for Fookchow.
 Halman, for Swatow.
 Loosok, for Hongkong.
 Nanshang, for Canton.
 Chaysang, for Swatow.
 Maloppe, for Cebu, P.I.
 Si-Kiang, for Haiphong.
 Hongkong, for Pakhoi.
 Austria, for Bombay.

Per Lightning, arrived on 26th
 April from Calcutta
 Rich, E.

Per Haiching, arrived on 26th
 April, from Swatow
 Broderson, Mr. Mein, Mrs. and
 2 daughters
 Dickson, W. Ford, Miss
 Kraft, William, Mrs.

Per Lightning, arrived on 26th
 April, from Calcutta
 Rich, E.

Per Haiching, arrived on 26th
 April, from Swatow
 Broderson, Mr. Mein, Mrs. and
 2 daughters
 Dickson, W. Ford, Miss
 Kraft, William, Mrs.

POST OFFICE.

The s.s. Kwanglo carrying the
 Siberian Mail having been in collision
 has returned to Shanghai and the Mail
 has been transferred to the P. & O.
 s.s. Assaye due here on Friday morn-
 ing next.

The Mail of the 21st April on the
 wrecked P. M. s.s. Assaye has been
 transferred to the s.s. Shaohsing for
 conveyance to Shanghai. The Siberian
 Mail will be in time to be
 forwarded in the Mail closed at Shang-
 hai to-morrow.

Only fully prepaid letters and post-
 cards are transmissible by the Siberian
 Route to Europe.

A Mail will close for—
 Kobe and Yokohama—Per Kaga-
 maru, 27th April, 11 a.m.

Macao—Per Sui Tai, 27th April,
 1.15 p.m.

Shanghai, Yokohama and Kobe—Per
 Peking, 27th April, 2 p.m.

Shanghai—Per Anhui, 27th April, 3
 p.m.

Shanghai—Per Delta, 27th April, 4
 p.m.

Swatow, Amoy and Fookchow—Per
 Haiyang, 28th April, 10 a.m.

Sourabaya—Per Tjitaroom, 28th April,
 11 a.m.

Macao—Per Sui Tai, 28th April, 1.15
 p.m.

Chofoo and Nowahwang—Per Nan-
 ching, 28th April, 5 p.m.

Jesselson, Kudat and Sandakan—Per
 Borneo, 29th April, 9 a.m.

Singapore, Samarang and Sourabaya—
 Per Suisang, 29th April, 10
 a.m.

Haiphong—Per Sungkiang, 29th
 April, 10 a.m.

Shanghai, Nagasaki, Kobe and Yoko-
 hama—Per Mongolia, 29th
 April, 11 a.m.

Europe, &c., India via Taurin—
 Per Assaye, 29th April,
 11 a.m.

Manila, Cebu and Iloilo—Per Yuen-
 sang, 29th April, 1 p.m.

Manila, Cebu and Iloilo—Per Zafiro,
 29th April, 3 p.m.

Shanghai, Nagasaki, Kobe, Yoko-
 hama, Victoria and Vancouver
 (B.C.) (Siberian Mail to
 Europe)—Per Empress of
 India, 29th April, 5 p.m.

SHANGHAI, SIBERIAN Mail
 to Europe—Per Chenan,
 29th April, 6 p.m.

Swatow—Per Haimun, 30th April, 9
 a.m.

Swatow, Amoy and Fookchow—Per
 Haiyang, 2nd May, 10 a.m.

Port Darwin, Thursday Island, Cook-
 town, Cairns, Townsville,
 Brisbane, Sydney, Hobart,
 Launceston, New Zealand,
 Dunedin, Melbourne, Ade-
 laide, Perth and Fremantle,
 10 a.m.

VESSLS IN PORT.

Steamers.
 Anhui, Br. s.s., 1,850, Harris, 26th
 April-Canton 24th April,
 Gen.-B. & S.

Bonalder, Br. s.s., 1,450, A. Tongh,
 22nd April-Yoji 16th
 April, Coal.-G. L. & Co.

Bornoo, Ger. s.s., 1,344, F. Sembill,
 24th April-Sandakan 19th
 April, Timber and Gen.-M.
 & Co.

Chow Tai, Ger. s.s., 1,115, W. Rezer,
 Bangkok via Swatow 14th
 April, Rice.-N. D. H.

Devawongse, Ger. s.s., 1,057, E.
 Gathmann, 22nd April-
 Bangkok 14th and Kohsi-
 chang 16th April, Rice.-
 S. & S.

Empress of India, Br. s.s., 3,032, E.
 Becham, 14th April-Van-
 couver 22nd Mar., Mails and
 Gen.-C. P. R. Co.

Helios, Nor. s.s., 880, Aug Knudsen,
 22nd April-Geraldton, W.
 A., 6th April, Sandalwood.
 A. T. & Co.

Kumchov, Br. s.s., 1,450, J. D. Mar-
 tin, 23rd April-Saigon
 19th April, Rice.-Man Fat
 & Co.

Kuweborg, Ger. s.s., 616, A. Niejahr,
 22nd April-Singapore 14th
 April, Timber.-J. & Co.

Landrat Scheiff, Ger. s.s., 1,015, A.
 Struve, 24th April-Bang-
 kok 16th April, Rice and
 Hardwood.-S. & Co.

Lycemoon, Ger. s.s., 2,000, Pilgrim,
 10th April-Saigon 7th
 April, Rice.-H. A. L.

Marie, Ger. s.s., 1,800, P. E. Chris-
 tianen, 25th April-Saigon
 20th April, Rice and Gen.-
 J. & Co.

Mongolia, Am. s.s., 8,750, Henry E.
 Morton, 22nd April-San
 Francisco 21st Mar., Mail
 and Gen.-P. M. Co.

Signal, Ger. s.s., 710, T. Ivensen,
 22nd April-Haiphong 20th
 April, Rice and Gen.-J. &
 Co.

Sui Sang, Br. s.s., 1,776, M. Picknell,
 26th April-Hongkong 22nd
 April, Coal.-J. M. & Co.

Tjitaroom, Dutch s.s., 3,860, P. Zwart,
 21st April-Swato 20th
 April, Gen.-J. C. J. L.

Triumph, Ger. s.s., 710, Jacobson,
 20th April-Holow 18th
 April, Gen.-J. & Co.

Tjimar, Dutch s.s., 4,218, J. P.
 Schalko, 1st April-Moji
 28th Mar., Coal.-J. C. J.
 L.

HOTEL VISITORS.

HOTEL VISITORS.

Andrew, J. L. Lopez, J. M.
 Babcock, Mr. and Mrs. Kmit, Mr. & Mrs.
 Mrs. W. D.
 Bacot, R. Klimanek, P. H.
 Barton, Mr. and Mrs. L. L.
 Mrs. G. D. F. Langdale, Dr. and
 Mrs.
 Beckman, M. Mrs.
 Boek, Van. Lawrence, Miss O.
 Boer, Mr. and Mrs. H.
 Oscar. Leavitt, J. M.
 Borigny, Mr. and Mrs. L. F.
 Mrs. de & child. Mrs. J. F.
 Best, Capt. A. H. Little, Miss B. B.
 Biddle, A. A. Lindgren, O.
 Biddle, Mrs. Lloyd, G. T.
 Blyden, W. H. Loring, O.
 Bloy, Mrs. J. L. Lowe, R. V.
 Bonnar, J. W. O. Mamoy, V. T. de
 Bourdet, Miss Manes, I. C.
 Bowack, G. Marriott, Dr. O.
 Boyle, Mr. & Mrs. McDowell, Miss A.
 D.
 Bran, O. McDowell, Miss O.
 Biet, Mr. and Mrs. H.
 B. M. McDowell, Miss
 Bridge, G. H. M. G.
 Brown Col. & Mrs. McIntyre, Col. &
 Mrs.
 Brown, Mr. & Mrs. Mrs.
 E. C. Merodski, J.
 Brown, Miss H. Metzger, Baron &
 Bryant, G. Baroness Von.
 Buckley, Miss Meyer, A.
 Cato, S. W. Mitchell, Mrs.
 Carter, Mr. & Mrs. Micholunco, E.
 A. V.
 Chaso. Monayon, Mr. &
 Chivers, P. T. Mrs. M.
 Clark, W. E. Moore, Miss
 Cole, Miss A. Morgan, Mrs. H.
 D. Morris, E. C.
 Coleman, S. S. Morrison, Miss
 Condon, H. L. Moulder, Mr. and
 Cook, C. M. Mrs. A. B.
 Cook, Miss L. Muldinghaus, A.
 Cross, F. J. Nash, Miss M. M.
 Cuno, Mrs. Nave, Mrs.
 Dallas, J. F. North, W.
 Dalgleish, Mrs. D'Oettingel, V.
 Dalrymple, Lt. and Ogden, J. C.
 Mrs. Olson, H.
 Davidson, N. K. Osborn, H. C.
 Davidson, J. S. Parks, J. L.
 Davies, G. H. Parsons, Miss
 Dawson, T. Piffner, A. F.
 Dietz, Mr. & Mrs. Phillips, L. E.
 G.
 Dionisi, Marguis. Mrs. G. E.
 Ditson, Mr. & Mrs. Pilz, R. R.
 Donaldson, Capt. G. Point, B.
 Drake, J. H. Pondard, Mr.
 Drew, W. O. Potts, P. C.
 Drury, Mrs. O. F. Pny, Miss C. O.
 Edmes, E. J. W. Priestley, Dr. J. T.
 Edgar, W. A. T.
 Egan, Mrs. M. Pritchard, W. T.
 Ehrenfels, Mr. and Pustian, Mr. and
 Mrs. H. C. Mrs. W.
 Eichwede, C. Ray, E. H.
 Eichwede, E. and Raymond, Mr. and
 child Mrs. A.
 Eeron, F. Roth, F. C.
 Evans-Hamilton, J. Romeux, W.
 Fell, P. Rosenberg, Mr. &
 Fernandes, Madam Mrs. H. M.
 Fieh, Mr. & Mrs. G. The
 Ficher, H. G. Misses
 Fleming, Mrs. J. Riet, Miss B.
 Flynn, Mr. & Mrs. Ryland, Mrs. L.
 S. R.
 Forrester, J. Saffman, Mr. &
 Frank, F. W. Mrs. G. O.
 Fukui, K. Scarro, Miss E. M.
 Fuller, Denman. Scholen, P.
 Gaggiotte, L. Schotten, Miss
 Gates, W. B. Schotten, J. J.
 Gibson, Miss M. Schrotts, Dr. &
 Goulbourn, V. Mrs.
 Granes, C. Schroeder, J.
 Griffith, Miss M. B. Sedlie, T. H.
 Grandman, H. Fogar, Mr. and
 Guggenheim, Mr. & Mrs. H. R.
 Mrs. B.
 Hanlon, T. M. Skadovsky, L.
 Hall, Capt. T. P. Sheridan, J. J.
 Hall, D. E. Shireline, M.
 Hallward, Mr. and Stinson, Mr. &
 Mrs. L. H. Mrs.
 Hamilton, J. C. Smith, K. F.
 Hankey, Mr. & Mrs. Solomon, H. H.
 F. L. Spindling, Dr. and
 Hayes, Mr. & Mrs. Mrs. A. D.
 G. V. Spittel, U.
 Held, A. H. Spittler, J.
 Helaz, Capt. Square, Miss A.
 Hewett, O. Etalner, Lt. and
 Hewett, Hon. Mr. Mr. C. E.
 and Mrs. E. A. Stewart, Mrs. J. T.
 Hewitt, Capt. D. Stock, R.
 R. Stamezzi, G.
 Holmes, E. R. Stibel, S. J.
 Hough, Dr. S. Symmons, W. G.
 Huse, Mr. & Mrs. Taylor, J. W.
 C. Teller, Dr.
 Innes, R. Thompson, Mr. &
 Israel, B. S. Mrs. M. L.
 Jago, E. Tiley, R. W.
 Jellic, J. W. S. Tomlinson, H.
 Jensen, T. J. Transard, T.
 Jones, T. D. Wadsworth, C. W.
 Joseph, R. M. Walker, H. F.
 Kadortle, Mr. and Watson, Mrs. O.
 Mrs. E. S. Wile, S.
 Kelly, Mrs. H. B. Wolfson, J.
 Kelly, Mr. & Mrs. Wood, J. B.
 G. H. Wood, J. M.
 Kemy, Mrs. M. A. Woodruff, C.
 Kinney, Mrs. W. W. W. W.
 King, E. W. W. W.
 Kinler, Mr. and Yalo, Mrs. J. B.
 Mrs. A.

Alison, J. L. Koeler, H. E.
 Atkinson, R. L. Lane, Mr.
 Bascans, Miss J. MacDonald, Miss
 Beal, J. P. Mansfield, R. D.
 Boder, Mr. & Mrs. Mayet, J. A.
 Bonnycastle, Mrs. McCabe, Mr. and
 H. C. Mrs.
 Borg, J. McHenry, J. H.
 Brand, L. McPherson, Mr.
 Briggs, Mr. & Mrs. and Mrs.
 Geo. W. Mandigal, Mr. and
 Broc, A. do Mrs.
 Brown, Col. C. A. Mody, N.
 Brown, J. L. Morris, Mrs. K.
 Bredvad, A. do
 Caldwell, Miss E. Morrison, C. M.
 B. Morrison, Miss E.
 Carmichael, W. V. Muller, Mr. and
 Carpenter, F. H. Mrs. H.
 Clark, Mr. & Mrs. Mummy, A.
 A. G. Nebeker, Mr. and
 Campbell, Thos. Mrs.
 Clark, J. S. Norris, D. W.
 Craig, J. O'Brien, C. W.
 Davis, Mrs. A. L. O'Connor, Mrs. E.
 Davis, W. J. A.
 Doctor, M. W. Oldham, Miss. W.
 Dougherty, Mrs. J. P.
 W. Oldham, W. F.
 Drako, A. Palmer, H. G.
 Dupont, V. H. M. Pond, E. H.
 Eurgalke, B. Ralder, H. A.
 Falano. Ramsey, T. C.
 Fournier, Mr. and Raymond, Col. &
 Mrs. A. Mrs. H. I.
 Gibruth, Miss M. Rhoades, Mrs. R.
 H. & infant
 Gilpin, W. Rondon, L.
 Goldenburg, J. L. Rougman, E.
 Gougey, M. Salvati, Miss
 Goullette, F. H. Schuman, Mrs.
 Gurin, Mrs. Sizer, P. K.
 Harand, Mr. and Mrs. Smedberg, Mr. &
 Mrs. Smith, J.
 Hill, Mrs. A. P. Sprinkle, W.
 Holman, G. Stephens, Mrs. M.
 Jamies, C. Stevens, J.
 Jones, H. O. Strain, C. A.
 Joseph, J. Taylor, Mrs. W. O.
 Kahn, D. H. O.
 Kalos, A. Turner, J.
 Keeler Jr., J. D. Walker, F. W.
 Kenny, Miss M. Walker, T. J.
 Kessel, Mr. & Mrs. Ward, Miss P.
 J. Ward, Miss L.
 Kitter, H. K. Wilson, S.
 Kolster, C. O. Wilson, S.
 Keeler, M. A.

Alison, J. L. Koeler, H. E.
 Atkinson, R. L. Lane, Mr.
 Bascans, Miss J. MacDonald, Miss
 Beal, J. P. Mansfield, R. D.
 Boder, Mr. & Mrs. Mayet, J. A.
 Bonnycastle, Mrs. McCabe, Mr. and
 H. C. Mrs.
 Borg, J. McHenry, J. H.
 Brand, L. McPherson, Mr.
 Briggs, Mr. & Mrs. and Mrs.
 Geo. W. Mandigal, Mr. and
 Broc, A. do Mrs.
 Brown, Col. C. A. Mody, N.
 Brown, J. L. Morris, Mrs. K.
 Bredvad, A. do
 Caldwell, Miss E. Morrison, C. M.
 B. Morrison, Miss E.
 Carmichael, W. V. Muller, Mr. and
 Carpenter, F. H. Mrs. H.
 Clark, Mr. & Mrs. Mummy, A.
 A. G. Nebeker, Mr. and
 Campbell, Thos. Mrs.
 Clark, J. S. Norris, D. W.
 Craig, J. O'Brien, C. W.
 Davis, Mrs. A. L. O'Connor, Mrs. E.
 Davis, W. J. A.
 Doctor, M. W. Oldham, Miss. W.
 Dougherty, Mrs. J. P.
 W. Oldham, W. F.
 Drako, A. Palmer, H. G.
 Dupont, V. H. M. Pond, E. H.
 Eurgalke, B. Ralder, H. A.
 Falano. Ramsey, T. C.
 Fournier, Mr. and Raymond, Col. &
 Mrs. A. Mrs. H. I.
 Gibruth, Miss M. Rhoades, Mrs. R.
 H. & infant
 Gilpin, W. Rondon, L.
 Goldenburg, J. L. Rougman, E.
 Gougey, M. Salvati, Miss
 Goullette, F. H. Schuman, Mrs.
 Gurin, Mrs. Sizer, P. K.
 Harand, Mr. and Mrs. Smedberg, Mr. &
 Mrs. Smith, J.
 Hill, Mrs. A. P. Sprinkle, W.
 Holman, G. Stephens, Mrs. M.
 Jamies, C. Stevens, J.
 Jones, H. O. Strain, C. A.
 Joseph, J. Taylor, Mrs. W. O.
 Kahn, D. H. O.
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 Kessel, Mr. & Mrs. Ward, Miss P.
 J. Ward, Miss L.
 Kitter, H. K. Wilson, S.
 Kolster, C. O. Wilson, S.
 Keeler, M. A.

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 Boder, Mr. & Mrs. Mayet, J. A.
 Bonnycastle, Mrs. McCabe, Mr. and
 H. C. Mrs.
 Borg, J. McHenry, J. H.
 Brand, L. McPherson, Mr.
 Briggs, Mr. & Mrs. and Mrs.
 Geo. W. Mandigal, Mr. and
 Broc, A. do Mrs.
 Brown, Col. C. A. Mody, N.
 Brown, J. L. Morris, Mrs. K.
 Bredvad, A. do
 Caldwell, Miss E. Morrison, C. M.
 B. Morrison, Miss E.
 Carmichael, W. V. Muller, Mr. and
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 Clark, Mr. & Mrs. Mummy, A.
 A. G. Nebeker, Mr. and
 Campbell, Thos. Mrs.
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 W. Oldham, W. F.
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 Goldenburg, J. L. Rougman, E.
 Gougey, M. Salvati, Miss
 Goullette, F. H. Schuman, Mrs.
 Gurin, Mrs. Sizer, P. K.
 Harand, Mr. and Mrs. Smedberg, Mr. &
 Mrs. Smith, J.
 Hill, Mrs. A. P. Sprinkle, W.
 Holman, G. Stephens, Mrs. M.
 Jamies, C. Stevens, J.
 Jones, H. O. Strain, C. A.
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 J. Ward, Miss L.
 Kitter, H. K. Wilson, S.
 Kolster, C. O. Wilson, S.
 Keeler, M. A.

Alison, J. L. Koeler, H. E.
 Atkinson, R. L. Lane, Mr.
 Bascans, Miss J. MacDonald, Miss
 Beal, J. P. Mansfield, R. D.
 Boder, Mr. & Mrs. Mayet, J. A.
 Bonnycastle, Mrs. McCabe, Mr. and
 H. C. Mrs.
 Borg, J. McHenry, J. H.
 Brand, L. McPherson, Mr.
 Briggs, Mr. & Mrs. and Mrs.
 Geo. W. Mandigal, Mr. and
 Broc, A. do Mrs.
 Brown, Col. C. A. Mody, N.
 Brown, J. L. Morris, Mrs. K.
 Bredvad, A. do
 Caldwell, Miss E. Morrison, C. M.
 B. Morrison, Miss E.
 Carmichael, W. V. Muller, Mr. and
 Carpenter, F. H. Mrs. H.
 Clark, Mr. & Mrs. Mummy, A.
 A. G. Nebeker, Mr. and
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 Craig, J. O'Brien, C. W.
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 W. Oldham, W. F.
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 Eurgalke, B. Ralder, H. A.
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 Gougey, M. Salvati, Miss
 Goullette, F. H. Schuman, Mrs.
 Gurin, Mrs. Sizer, P. K.
 Harand, Mr. and Mrs. Smedberg, Mr. &
 Mrs. Smith, J.
 Hill, Mrs. A. P. Sprinkle, W.
 Holman, G. Stephens, Mrs. M.
 Jamies, C. Stevens, J.
 Jones, H. O. Strain, C. A.
 Joseph, J. Taylor, Mrs. W. O.
 Kahn, D. H. O.
 Kalos, A. Turner, J.
 Keeler Jr., J. D. Walker, F. W.
 Kenny, Miss M. Walker, T. J.
 Kessel, Mr. & Mrs. Ward, Miss P.
 J. Ward, Miss L.
 Kitter, H. K. Wilson, S.
 Kolster, C. O. Wilson, S.
 Keeler, M. A.

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